

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

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American Railroad Journal.

New York, Saturday, January 2, 1864.

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A Glance at the Past Year.

At the commencement of the present year we took a popular view of its future. On referring to our article of the 3rd of January last, it will be found we indulged in expectations which have been more than realized, and we venture to predict as favorably of the year of our Lord 1864. A review of the events of 1863 will not be inappropriate on the present occasion. We may divide our retrospect under the heads of diplomatic, military, financial, and internal affairs. Until the usual volume of the State Department makes its appearance, it would be impossible to form an accurate opinion of the manner in which our foreign relations have been conducted; and although it is quite probable some just grounds for criticism will arise, as they did on the appearance of the previous volumes, yet we must admit we have avoided many perils which a less ingenuous Secretary than Mr. Seward could hardly have escaped.

With France, quite unexpectedly we are on the best terms, and we have now its distinct avowal that it has intended, and now intends nothing injurious to our interests. The Emperor is certainly innocent of all open breaches of neutrality towards us, and so far we must admit he has behaved with unexpected fairness. The Secretary of State has guarded against every chance of collision on our part, and even the invasion of Mexico has been left to the accidents of time.

Our relations with England have been far more delicate. The affair of the Alexandra and the rams came very near involving us in serious difficulties, but Mr. Seward's policy has been effectual in repressing those unfriendly movements.

And whether (time will show,) his instructions to Mr. Adams, or the improving condition of our affairs, or the unflinching determination of our people have been the cause, it is now evident that the whole policy of the British Government towards us has entirely changed. But it cannot be denied that the moral and material aid given to the rebel cause in England has protracted the war, increased our debt and greatly damaged our commerce. We have really been fighting two enemies at the same time, one open and desperate, the other bitter and envious. When the impartial historian records the events of the last three years, he will not fail to condemn the unfriendly conduct of the Government of England towards the United States. We have nothing, however, to apprehend in future from that quarter.

With all other nations we have had no embarrassments of any consequence, and we trust that those European powers who can see a justification of war between Germany and Denmark, for the possession of an insignificant Duchy or two, not as large as many ordinary counties in this State, will begin to think, that the loss of thirteen rebel States was quite as injurious to our nationality as a thousand Schleswig and Holsteins could be to those European powers.

Our military career has been generally prosperous, and at the end of the year we have seen the enemy driven from his strongest holds, and cooped up with the remains of his unwilling armies in positions from which he is sure to be expelled. The form of a Government alone remains to the rebels. Its Congress is composed of refugees,

representing not more than parts or strips of a few States; it has no currency of any value, no mint, no coins; it collects no taxes; its armies cannot now be filled up even from the conscript rolls; their piratical rams and cruisers are detained in British ports, however tardy comes this act of justice; and its treasury is hopelessly insolvent. It is not in the nature of things that resistance can be much longer maintained. And as we have learned experience, we do better in our campaigns; the real generals of the war begin to loom up in the West and South, and we find our emergencies are producing great men at last.

Our blockade, in spite of the inefficiency of the Navy department, has been maintained with unexampled success, and we may at last say, the enemy has not now a single port into which a false neutrality can run a single cargo of supplies. We may confidently predict also, that the present year will witness the utter destruction of the rebel cause.

Of our financial successes we have again and again spoken. And though no partisans of the Secretary, or any other politician, we have cordially and openly supported his measures. With no other could we have succeeded. The old system would have utterly failed. Our National debt would have been twice as great as it is now; our currency would have been almost worthless. Bank bills that never could be redeemed, and at heavy discounts everywhere, would have made up a discordant and depreciating medium of exchange; the creditor interests of the country demanding payment in gold would have ruined the debtors, and real estate and all other properties forced to a sale, would have fallen one half or more in reputed value.

The most lively imagination cannot depict the scenes of wretchedness that would have occurred in the North, had Mr. Chase been any other statesman than he was. But he created a legal tender, for gold was no longer in circulation, by which debts could be paid, and the men and supplies for the contest could be obtained; he appealed to the people, and not to the banks to fill the National Treasury; he devised a system of taxation which was searching but not unjust, and which has been cheerfully borne; and armies of a million of men, and a navy six hundred vessels strong have been

procured, sustained, and supported with ease, and without the aid of a dollar from abroad. When we contemplate these results, we may thank heaven and take courage. It is a wondrous spectacle, and surpasses any ever chronicled in the history of finance.

Notwithstanding all this, however, it is predicted by many desponding yet shrewd men, that as paper money always produces reverses, and is sure to destroy any system which is based upon it, a crash is at hand which will be no less than universal bankruptcy. We confess we have no such apprehensions. That prices may fall when gold becomes the master of all business is quite probable, but that any serious disaster to the country is to occur by no means seems so certain. At all events we may be able to offer a few reasons why we may escape it.

The examples of the abuse of paper money are found in the history of revolutionary France, and our own revolutionary history.

Neither of these cases are parallel to our own. Neither the one nor the other had any commerce, or revenue of a fixed or productive character, from which to derive the means for the payment even of interest, much less the principal of their debts. This is fatal to all National loans. It is not necessary to name any other cause than these very obvious ones. But in both cases also the sources of internal revenue were equally inadequate.

In our own, there is this striking difference: Our resources are illimitable, the operations of industry are continually enlarging in their area, and remunerative at the most rapid rate. Our population also increases beyond that of any other country. We have naturally the most prolific soil, and its extent is boundless. Land is cheap and easily tilled. We have countless rivers and lakes supplying transportation over thousands of miles at a minimum cost; thousands of miles of railways that compete with both rivers and lakes, a splendid climate, endless variety of products, and a mineral region that is exhaustless. We have a large commerce, and enormous fleets of steamers and sailing vessels ready to resume their former routes when this war is over; and on the Pacific coast when the great iron shod route is completed, we shall have the monopoly of the East India trade beyond all question, and shall compel even Europe to take the products of the East from us at second hand, and with an American profit added to the cost.

Our National debt is therefore protected from depreciation or repudiation in all possible ways, and rests upon a basis that the old confederation, revolutionary France, and no other country in the world possesses. Europe has gone the length of its tether so far as expansion creates National power, and is constantly at wit's ends to defray even its peace expenditures. Our country is yet in its youth, and will not have arrived at its maturity till we shall see our new territories as densely populated as our Atlantic coasts.

And as regards the immediate return from a paper currency to a metallic standard, we are by no means certain that this will produce a convulsion, though it may affect private interests.

The Government has afloat about three hundred and fifty millions of paper dollars, or legal tender notes. This amount is not greater than the coun-

try bore in local bank currency before the rebellion broke out; while the circulation of the latter has decreased. The Southern bank circulation has so literally, and so far has nationally and practically become extinct. Nor is the Government currency pressing upon the people so as to excite apprehension, or occasion a want of confidence. On the contrary, it is preferred to all other kinds of currency, has several times been above par, and is so at this moment in several commercial centres in the West. It is everywhere hoarded, and in the confederacy is nearly at par with gold.

As soon as the Government absorbs this currency, which in the course of two years is likely, from its being funded, or returned in taxes, it will at once have arrived at the specie standard. With a hundred millions of gold at its command from the customs, all care of its punctuality with regard to its interest will cease.

The circulation which is to succeed it will be that of the National banks; and as they will begin, and it is presumed continue their business on the prospect of an early return to specie payments, they will be ready to do so. The moment this specie can be had, but few will want it.

And as regards the supposed consequent depreciation of property, we do not see that so clearly. Gold stands to-day at 152. In March last it was as high as 173, and it fell in the month of August to 122. Here was a change in its value of fifty-one per cent., but what disturbance did it produce. Nothing perceptible in prices, or values, certainly not one-half. Here then was an instance where our National currency was 22 per cent. nearer the par of gold than it had been for some time, and yet no bankruptcies, convulsions, or ruinous consequences followed.

We may therefore fairly argue, that a fall of 50 per cent. again will be equally as harmless in its effects, and the change will have been produced so gradually as to be scarcely perceptible. This is the opinion of the ablest thinkers in this country, and we are inclined to adopt it. And finally, it is evident that very great care is taken everywhere to pay off old debts and avoid new ones, so that if we err it will be on the side of prudence, and this alone would prepare the country for a change, even if our former suppositions are not correct. We think, therefore, that we are in the best position we can well be to meet it. Some of our statisticians calculate that there is more specie in the country now than there ever was before, and of this there is little doubt, while authoritative works assert there are now in the country from four to seven hundred millions of dollars. If these were in circulation, or deposited in banks, they would at the rate of 1 to 3, the usual rule of proportion, sustain an issue of bank paper to the extent of from 18 to 21 millions of dollars, and yet some people are alarmed at the present issue by the Government, which is at a small premium, and while money is still loaned at 7 per cent. in the wealthiest port of the Union.

The railway system has greatly flourished the past year. The companies have got out of debt, or largely diminished their indebtedness. Their earnings are increasing, their dividends have become regular and inviting. New projects have been rapidly perfected, and the old system of bonding and borrowing for construction is giving

way to the cash principle. All through the new States additional lines are being laid out, every facile and remunerating route is being explored and improved, and the great Union Pacific is begun at both termini, and being constructed with a rapidity unknown hitherto in this country. The past year has been therefore the most prosperous ever known to the American Railways, and their management and profits are ascertained to be more satisfactory than those in all Europe, except in a few instances. These railways of ours are bringing our vast prairies to the Atlantic, and transferring our Atlantic cities to the prairies. It is not now so far in time between Chicago and New York, as it once was between New York and Philadelphia, and as a 1,000 miles is to 88, so is the commercial advancement of the present day, to what it then was.

Besides, the canal policy which the great Clinton inaugurated for the interior of States, is about to be enlarged by a connection of our inland seas with the great ocean, so that a steamer of 500 tons burthen may sail from Liverpool, and moor along side a wharf in fresh water in the middle of the continent. Is there any other country in the world that has such a navigation as this?

It is with these extended and liberal views, standing fast and firm to the interests of the country, intent, devoutly intent, upon promoting them, the AMERICAN RAILROAD JOURNAL commences a New Year, which has brought us as it has others, a full share of the prosperity of the times. We have reasons to believe that our views which have always been frankly, and we hope, clearly expressed on finance, navigation and internal improvements, will continue to meet the approbation of our friends and subscribers.

Resources of Michigan.—Saginaw Valley.

If any one will look at the Map of Michigan it will be perceived that on the Western shore of Lake Huron, the great bay of Saginaw indents the peninsula, being the largest body of water in the State, sixty miles in length, and in its widest part thirty miles in breadth. Into this empties the river of the same name, thirty miles in length, with a uniform depth of water of from 25 to 30 feet. It has affluent and confluent streams more than ten in number of which the Flint, Shiawassee and Cass, are the principal ones, the former of which, boats can ascend for twenty miles and more. The counties bordering on and enclosing these streams are some of the finest in Michigan with excellent soil and great mineral wealth. It is not singular therefore that this part of our Northwestern territory should have attracted attention from its earliest settlement, held consecutively by the French and the English until it became ours in 1796, then a part of the United States as one of its territories in 1805 and a member of the Union in 1837. While it has been steadily advancing in wealth and population, still the wave of emigration swept by it with such prodigious force, as to leave its natural resources almost unnoticed until recently, when their further development has created so much surprise as to induce further examination, and now heavy investments by enterprising capitalists. We are not in the least surprised at the information we now obtain from general report, as well as actual observation, that it bids fair to advance with enormous strides to the

highest position among its inland neighbors. Its commercial advantages were fully acknowledged. It is surrounded by navigable waters, and has direct communication with the Ocean, and by our canals with the city of New York, its eastern border being only 700 miles distant. The climate is mild and equable. The soil is fertile, its forests are magnificent. It offers every possible inducement for settlement and cultivation. We quote from a contemporary the following remarks:

"The most valuable pine timber in this country is found in Michigan. Since the days of the Jesuit Missionaries in 1660, and Alexander McKenzie, its "virgin copper" has been noted, till now its copper mines are yielding an immense revenue. No finer iron is seen in this country than is found in Michigan in the upper Peninsula. Coal mines are opened and worked in various parts of the State. Immense beds of gypsum or plaster have been found in the State. The geological report recently published, and the geological maps show these beds of lime-stone as cropping out in high bluffs on the Saginaw Bay, at a point which has long been called 'Plaster Point.'"

Recently gypsum and in its purest forms plaster have recently been discovered on Tawas Bay, a part of the Saginaw. This is one of the most valuable of our minerals, and a great fertilizer. Plaster as it is called after being properly ground, is in demand all over the Western States, and the Saginaw quarries while being easily worked are inexhaustible. Connected with this formation is the attendant one of salt, the existence of which has been long suspected. The manufacture of this article has now been gone into extensively, and any one who has passed up the river within the past season, has seen from the deck of the steamer, that the shores are crowded with salt boiling establishments, where tall chimneys rise up in every direction filling the valleys with their evaporation. Millions of dollars are invested in these works, and their products furnish unfailing freights to the lake steamers. The salt wells pour out their brine to the very surface, and in some instances the expensive application of pumps is unnecessary. This is so much saved to the manufacturer. East Saginaw is rapidly becoming another Syracuse, and has many natural advantages over the latter city. Ten years ago it was the haunt of the animals of the forest; it is now populous, and contains well built streets graded and paved, which as well as its dwellings are lighted with gas. Its active commerce is indicated by the fact that it possesses a regular Exchange, where salt and lumber are quoted and sold, with as much regularity as the cereals are at the Commercial Exchange in this city. Here the dealers in these articles from all parts of the Country habitually resort in the course of their business. Orders from the West, from the lakes, from the St. Lawrence are taken and executed in the promptest manner. These staples always in demand more valuable with the increase of population, are certain to make East Saginaw one of our most populous and wealthy cities. The manufacture of barrels and the work now doing in the ship yards, are incidentals of great importance in the future to this flourishing place. What in fact induced immigrants at an early day to pass by Michigan to the western prairies, is now found to be the greatest inducement to its settlement. Its forests contain the finest timber in the Union, and its pine is already celebrated. So its harder trees, maple, and especially black walnut are

catering largely into the forms of cabinet ware and furniture. More than fifty species of forest trees are to be found on the Saginaw and its tributaries, and from there every kind of wood useful in the arts is easily obtained. Besides salt, and gypsum, coal as is above stated, is worked in the Peninsula. Two years ago there were 72 lumber mills in the Saginaw Valley, now increased to hundreds. The agricultural products are equally various and are increasing under the impetus of a large foreign as well as domestic market. In short with all these advantages of climate, soil, production and navigation the Saginaw Valley bids fair to become famous. Its improvement has of late years been very rapid, and the Census report records its progress in unmistakable language.

We are not surprised to learn therefore that our shrewdest capitalists have turned their attention to the Peninsular State. Within the past three months, Erastus Corning has purchased over 130,000 acres of land in Michigan. The Fairbanks of St. Johnsbury, John W. Brooks and John M. Forbes of Boston, and J. W. Pickersgill of New York, and men of that class, have purchased at recent sales more than 500,000 acres of land in that State.

One company from the City of New York has within six months invested \$500,000 on the Saginaw River, and another from the same city \$50,000.

We would refer those who wish more definite and scientific information in respect to the salt discoveries in the Saginaw Valley to Hunt's Merchants' Magazine, No. 2, for September, 1863; also to a work published by Rey Haddock of *The Detroit Tribune*, giving full statistics of the pine, mineral salt and plaster of the State of Michigan.

Eric Railway.

The earnings and expenses of this road for the fiscal years ending September 30, 1862 and 1863, have been as follows:

Earnings:	1862.	1863.
From Passengers	\$1,096,196 60	\$1,670,082 58
" Freight	6,642,914 68	8,432,284 47
" Mails, etc.	124,861 40	143,800 00
Total	\$7,863,972 68	\$10,246,117 23
Expenses, viz:	1862.	1863.
Transportation exp.	\$4,391,393 89	\$5,704,370 85
Taxes	74,220 30	155,653 22
Other items	166,507 42	197,614 00
Total	\$4,632,121 61	\$6,057,638 07
Net earnings	3,231,851 07	\$4,188,479 16

Compared with 1862, the gross earnings of 1863 show an increase of \$2,382,144 55; with an increase in expenses of \$1,425,516 46—making the increase in net earnings \$956,628 09.

Pittsburg and Connellsville Railroad.

The gross revenue of this road for the year ending October 31, 1863, was \$215,537 49. The expenses of maintenance, working, and administration were \$120,358 40. The net revenue of the year was \$95,220 09. The whole number of passengers carried was 262,841, with a revenue therefrom of \$100,626—143,510 passengers carried the previous year, with a revenue of \$56,258. The freight transported amounted to 143,792 tons yielding a revenue of \$110,436—against \$85,783 tons carried the previous year, with a revenue of \$59,992.

Northern Illinois Railroad.

We have received a copy of the Second Annual Report of this company, embracing the construction and operating of the road for the year ending September 30, 1863.

The proportion of revenue credited in account with the Racine and Mississippi Railroad, amounts to \$51,288 91. And the expenses of maintaining track and other charges, to \$10,842 19. Taxes 1,915 42

12,257 61

Leaving net revenue for the year \$89,031 80

Out of which there has been paid:

Interest \$18,710 17

Coupons matured Oct. 1, on bonds sold 18,840 00

37,550 17

Balance to credit of revenue, interest and dividend \$1,481 18

From the report we learn that the receipts of the road during the winter of 1862-'63 were not so favorable as might have been expected, in consequence of the failure of the crop of 1862. Since harvest this year, however, the receipts show a large increase, and the development of the business of the road is most satisfactory, and affords reliable assurance of continued prosperity, and improvement in the value of the property. Some important improvements have been added to the road, which were necessary items of construction not accomplished at the time of the last report. The fencing of the road is now complete—26 miles having been built in the last season. Additional side tracks have been put in at Savanna and Lanark; and extensions made to the river tracks at the former place. Depot grounds have been generally improved by ballasting. At Freeport, additional depot grounds have been secured, and a water tank and coal platform erected. At Savanna a large freight house has been constructed, and equipment for the convenience of the river business has been added. The charter for the ferry between Savanna and Sabula, and steam ferry boat have been acquired by the company. The property was taken at a fair valuation. In connection with the ferry business, three barges for transportation of grain in bulk were built, also a floating elevator for transferring the grain from the barges to the cars. There has also been constructed a wharf boat and landing barge with covered freight house upon it; also a dock boat for ferry landing. These arrangements have all been in full operation since harvest, and have worked efficiently. A new ferry boat has been contracted for, to be built on the Ohio river during the winter. The present boat is old, and has not sufficient power for the business. The new boat will have ample power, and is to be constructed specially to resist any moderate amount of floating ice. It is under consideration to purchase cars for the road, and it is proposed to have some built during the winter in the shops at Racine. The increased earnings from each new car would in a short time supply the means necessary to be expended in the gradual construction of rolling stock.

In last year's report it was explained, that the means for construction had been obtained by loan on the 1st mortgage bonds deposited as collateral security. The advances have now been fully repaid, with interest, by sale of the bonds. The

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coupons and interest are paid to 1st of October. The current receipts of the road are more than sufficient for the interest on the bonds.

When the time comes for the re-organization of the Racine and Mississippi Railroad, the Northern Illinois must naturally enter into an arrangement for consolidation, so that the line may be owned complete from the Mississippi to Lake Michigan. Beyond the Mississippi, west, and north, and south, connections will unquestionably be made with the Northern Illinois, and when that is accomplished, or any one of these connections, the line will at once become one of the leading routes of the northwest. It will become an important connection between the lake ports and the Union Pacific Railroad. It is the only route, says the report, which can offer equal facilities for the interchange of business at the three leading ports of Lake Michigan—Chicago, Racine and Milwaukee—and, looking to the future, it is not less important as the direct route to Green Bay. The position of this property is such as ought to commend it to capitalists as affording a most favorable opportunity for legitimate enterprise in the development of railroad property, where a moderate amount of investment would enhance the value of previous expenditures, on a scale in proportion to the value of a comparatively local line, and the value of an important trunk line.

BALANCE SHEET.

Construction and general expenses	\$625,147 46
Ferry, elevator and barges	19,613 83
Supplies	5,104 79
Bills receivable	9,824 57
Real estate	9,856 50
Open accounts receivable	50,068 28
Cash	307 41
	 \$619,922 84
Capital stock	\$65,975 00
First mortgage 8 per cent. bonds	500,000 00
Revenue, interest and dividend	5,105 99
Open accounts payable	41,688 11
Bills payable	7,158 74
	 \$619,922 84

The office of the company is at Freeport, Illinois. The officers and directors are:

President.—G. A. THOMSON.

Directors.—Elijah Northey, Enoch Chamberlain, L. H. Bowen, H. A. Mills, Duncan Mackay, Thomas Long, Chancellor Martin, Edward P. Barton, Frank Smith, William Shannon, Marshall M. Strong, R. A. Knapp, G. A. Thomson.

Superintendent of Construction.—R. W. SMITH.

Secretary and Treasurer.—HYATT SINCLAIR.

New England Mutual Life Insurance Co.
The members of the New England Mutual Life Insurance Company held their twentieth annual meeting in Boston on the 21st ult., at which there was a large gathering. The Directors submitted the yearly report, from which are taken the following items, which cannot fail to be interesting to a majority of our readers. The number of members now constituting the company is six thousand five hundred, who are insured to the amount of \$20,000,000. Sixteen hundred new members were added to the list during the year 1863, who were insured to the amount of nearly \$5,000,000. The increase of the company's funds the past year was \$426,000, after preparing for every indebtedness. The business of the company has more than doubled since 1858, and the liabilities are amply covered by a reservation of

more than \$2,000,000. The prosperous condition of the company's affairs gives to the present members a return of 40 per cent. of their last five years' premiums, amounting to \$750,000 in cash. The following gentlemen were unanimously re-elected Directors: Willard Phillips, Charles P. Curtis, Thos. A. Dexter, Marshall P. Wilder, Sewell Tappan, Charles Hubbard, William B. Reynolds, George H. Folger, Francis C. Lowell, Jas. S. Amory, Homer Bartlett.

Railroad Earnings—Weekly.

The earnings of the Chicago and Alton Railroad for the 3d week of December, 1863, were:

	1863.	1862.
Passengers	\$16,663 10	\$10,821 40
Freight	20,468 29	20,651 37
Sundries	1,475 73	1,227 97
Total	\$38,607 12	\$32,700 74
Increase	5,906 38	

The earnings of the Galena and Chicago Union Railroad for the 3d week of Dec., 1863, were:

	1862.	1863.
Freight	\$26,387 21	\$24,193 95
Passengers	6,661 89	12,697 10
Mails, etc.	2,250 00	1,300 00
Total	\$34,299 10	\$38,191 05
Increase	\$3,891 95	

The earnings of the Milwaukee and Prairie du Chien Railroad for the 3d week in December, 1863, have been:

From Freight	\$11,631 19
" Passengers	6,546 15
" Mails and Rents	993 50
Total	\$19,173 84
Same week, 1862	15,823 59
Increase	\$3,847 75

Total from Jan. 1, 1863	\$1,207,974 45
Same period, 1862	1,148,861 13

Increase.....\$59,113 32

The approximate earnings of the Marietta and Cincinnati Railroad, in the 3d week of December, 1863, were:

	1863.	1862.
Passengers	\$5,618 88	\$2,910 60
Freight	8,577 43	7,400 68
Mail, express & telegraph	907 00	922 32
Total	\$15,103 31	\$11,233 60
This month to date	\$48,185 56	\$34,555 28

The earnings of the Chicago and Rock Island Railroad, for the 3d week of December, 1863, were.....\$46,906 00
Do., 1862.....36,423 00

Increase.....\$10,483 00

The earnings of the Chicago and Northwestern Railway for the 3d week in December, 1863, were.....\$30,542 25
Do., 1862.....20,633 20

Increase.....\$9,909 05

The earnings of the Michigan Central Railroad for the 3d week of Dec., 1863, were.....\$59,632 00
Same period, 1862.....55,703 00

Increase.....\$3,929 00

The earnings of the Michigan, Southern and Northern Indiana Railroad for the 3d week of Dec., 1863, were.....\$71,373 00
Do., 1862.....54,424 00

Increase.....\$18,949 00

The traffic of the Great Western Railroad for the week ending Dec. 25, 1863, was as follows:

Passengers	\$21,205 89
Freight and live stock	35,280 44
Mails and sundries	1,225 82

Total	\$57,712 15
Corresponding week of 1862	51,661 35

Increase	\$6,050 80
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The earnings of the Grand Trunk Railway for the week ending December 19, 1863, were:

Passengers	\$28,776 56
Freight and live stock	5,400 00
Mails and sundries	67,145 35

Total	\$96,321 91
Corresponding week, 1862	94,288 18

Increase	\$2,038 73
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What Constitutes a Common Carrier.

The attributes of a common carrier have been so often defined that it would seem difficult to raise a new question on the point. Yet it has been recently shown that it is possible to do so, the turning point in an action brought by one Mallory against the Tioga Railroad Company, being on the question whether a railroad company, permitting their tracks to be used by the cars of another person, was a common carrier of such cars.

The defendants are a railroad corporation operating a railroad from Blossburgh in Pennsylvania, to Corning New York, a distance of forty miles. The plaintiff was a miner of coal at Blossburgh which he was in the habit of transporting over the defendants' roads sometimes on the cars of the defendants, but generally on those furnished by him, in which case he also furnished brakemen to go on the train under the control of the defendants' conductor, and the cars were loaded and unloaded by the plaintiff. When the plaintiff furnished his own cars, the defendants charged for freight one dollar per ton of coal; when the cars were furnished by defendants the charge was one dollar and twenty cents per ton. On the 21st day of June 1854, the plaintiff's cars loaded with coal, while being transported from Blossburgh to Corning, and about ten miles from the former place in Pennsylvania, were thrown from the track while passing a curve, and fifteen of the cars were more or less broken in pieces, and the contents spilled and partially lost. The action was brought against the defendants as common carriers; the complaint alleging that the defendants received from him, and undertook to carry from Blossburgh to Corning certain cars laden with coal; which the defendants failed to transport. On the occasion in question, the plaintiff furnished his own cars and brakemen, and loaded the cars, agreeing to pay a freight of one dollar a ton to the defendants. On the trial the plaintiff claimed that the defendants were common carriers, but was overruled by the court on that point. He then gave evidence for the purpose of showing negligence on the part of the defendants, and offered to prove specific facts for that purpose. This evidence was objected to and excluded. The court non-suited the plaintiff, and refused to submit to the jury the question of the defendant being a common carrier. Exceptions were taken by the plaintiff to the decision.

By the Court, James C. Smith J. I have come

to the conclusion that the defendants in receiving from the plaintiff his cars loaded with coal, and undertaking to transport them over their railroad from Blossburgh to Corning assumed the liabilities of common carriers.

That they were carriers generally cannot be questioned. The constant employment being the transportation of property and passengers upon their railroad for hire. It is claimed however by the defendants that their undertaking with the plaintiff was special and not within the scope of the general business, and that the law does not cast upon them the duty of common carriers in respect to it for two reasons.

1st. They undertook merely to furnish motive power to draw the plaintiff's cars laden with his property, over their railroads he to load and unload them; and 2dly the plaintiff was to provide brakemen to accompany his cars on the route.

In support of their claim the defendants cite the case of *Wells vs. Steam Navigation Company*. (2 Comstock 207.) There however the defendants engaged to tow the plaintiff's boat on the Hudson River which is a common highway; and the court held that the defendants were not carriers generally, that the property transported was not in their possession or under their control, and that they were not bailees of any description. This brief statement of the points on which that case turned, shows that it widely differs from the case in hand.

Yet in order to allow the defendants all the aid which they can legitimately derive from that decision, I concede that notwithstanding the defendants in the case at bar were carriers generally, and were the proprietors of the route over which the goods were to be transported, in both which respects their case differs from that of the "Steam Navigation Company." Yet if as claimed by them they simply entered into a special engagement outside of their general business, to provide the plaintiff with sufficient motive power to draw his cars over their road, under the care and control of his servants, they did not thereby assume the obligations of carriers. But the case proved is in my judgment materially different from the one thus hypothetically stated.

In the first place, if I correctly apprehend the testimony, the undertaking of the defendants to carry the plaintiff's cars loaded with his coal over their road, was strictly within the scope of the business which they as a corporation were permitted to carry on. The act of the Legislature of the State of Pennsylvania by which they were incorporated, and under which they constructed that part of their road lying in that state authorized them to "charge and receive tolls, and for freight in and for the transportation of goods, * * and for the conveyance of passengers," and among other rates prescribed one "on empty cars," and another "on all passengers excepting only such as are necessarily engaged in conducting the cars." It also directed that "no person * * shall place any car or other carriage" on the defendants' railroad, "without a permit or license first had and obtained from said company, subject to such rules and regulations as shall from time to time be established by said company to govern the use of said railroad." And it provided "that all persons using the said road shall use those cars, wagons and conveyances which shall be adapted thereto, which said cars wagons and con-

veyances to be used thereon, for the transportation of persons or commodities shall be prescribed by the said company." That part of the railroad lying in New York was operated by the defendants under an agreement with the Corning and Blossburgh Company, a corporation created by the laws of the latter state, and by which such portion of the road was constructed and owned. By that agreement the defendants bound themselves to operate the entire road from Blossburgh to Corning, for the purpose of transporting passengers and property, specifying coal among other things, and for that purpose to furnish and keep in repair the necessary motive power engines, machinery and cars (but the agreement expressly provided that they should not be bound to furnish coal cars). In 1854 the plaintiff was engaged in mining and marketing coal, and had large quantities of it carried over the defendants' road, some of it in defendants' cars but principally in his own. When he furnished cars he also furnished brakemen who were under the charge of the defendants' conductor, and he loaded and unloaded the cars whether furnished by the defendants or himself. The price paid for freight per ton was one dollar and twenty cents if the defendants furnished cars, and one dollar when the plaintiff furnished them. On the 21st of June 1854, the defendants undertook to transport over their road from Blossburgh to Corning, forty six cars loaded with coal belonging to the plaintiff. On their way fifteen of the cars were thrown from the track, and this action is brought to recover the damages thus occasioned. It is apparent from this statement not only that the carriage of loaded cars belonging to others over the defendants' road for hire was a part of the business expressly authorized by the act of their incorporation, and provided for by their agreement with the Corning and Blossburgh Company, but that they had been engaged in thus transporting cars for the plaintiff, during several months prior to their undertaking to carry the train in question.

But independently of the special provision of the act of incorporation, and the agreement above referred to, I am of the opinion that the defendants' undertaking was in the line of their general business. It was certainly competent for them as carriers to undertake to transport the cars of the plaintiff, whether loaded or unloaded upon trucks or platform cars belonging to themselves; and in such case they would clearly have been liable as carriers. The mere fact that the plaintiff's cars were run upon their own wheels, instead of being placed upon platform cars of the defendants does not in my judgment take the cars out of the scope of the defendants' business as carriers, or relieve them from liability as such. If the injury had occurred in consequence of a defect in the running gear of the plaintiff's cars, which the plaintiff ought to have guarded against, the cars would have been materially different for the reason that a carrier is not liable for a loss occasioned by the negligence or fraud of the owner. But I am unable to perceive in the nature of the undertaking any sound reason for holding that the defendant did not contract with the plaintiff as carriers.

In the next place the plaintiff's cars while being thus transported over the defendants' road, were not under the care and control of the plaintiff's servants. The entire train was controlled and

managed by the employee of the defendant. The plaintiff merely furnished brakemen whose duties as the term implies related exclusively to the running of the train, and not to the care or guarding of the plaintiff's property; and they were in all respects under the control of the defendants' conductor. They had no efficient means of protecting the property of their principal against the consequences of negligence or fraud, and the circumstances that they accompanied the train merely to assist in running, does not in any respect absolve the defendants from their liability as carriers. If a servant of the owner happen to go with the goods but there is no intention to let him meddle with the care of them, the carrier will be answerable for loss (Marsh Ins. B, 1, ch. 7 § 5 Abbott on Ship part 8, ch. 2 § 8, Story on Bail § 533).

So if a man travel in a stage coach, and take his portmanteau with him, though he has his eye upon the portmanteau yet the carrier is not absolved from his responsibility, but will be liable if the portmanteau is lost. (Per Chambre J. in *Robinson vs. Dunmore* 2 Bos. & Pull 418.) It was said by Bronson J. in *Hollister vs. Nowlen* (19 Wend 237) that "when there is no fraud the fact that the owner accompanies the property, cannot affect the principle on which the carrier is charged in case of loss." He likened the liability of a carrier to that of an innkeeper, and cited the remark in Calye's case (8 Co. 63) that "it is no excuse for the innkeeper to say that he delivered the guest the key of the chamber in which he lodged, and that he left the door open, but he ought to keep the goods and chattel of his guest there in safety."

The defendant's possession of the plaintiff's cars while on the route was none the less complete by reason of the circumstance that they were loaded, and to be unloaded by the plaintiff. In this respect the case is precisely like that of a stage coach proprietor carrying the trunk of his passenger.

I have now considered all the circumstances relied upon by the defendant, to take this case out of the rule that the carrier is liable for loss unless he shows that it was caused by inevitable accident or the public enemies. I fully appreciate the force of the suggestion that the rule is rigorous and sometimes severe, and that courts have in various instances refused to extend it to new cases, but nevertheless the rule is too well established to be questioned, and I regard this case fully within its policy which as was said by Lord Mansfield in *Forward vs. Pittard* (1 T. R. 27) is "to prevent litigation collusion and the necessity of going into circumstance impossible to be enrailed."

If these views are correct there should be a new trial.

New trial granted.

Portland and Halifax Railroad.

In the revived scheme of connecting Portland with Halifax by rail, via Bangor and St. John, N. B. (300 of the 582 miles of which are now built,) Bangor is especially interested, and several large meetings have been held there to forward the project. The St. John Presbyterian says:

"That the movement to carry the extension from Bangor toward the Aroostook, and not directly towards Calais, will strike the St. Andrew's line at a distance of 70 miles from St. John. So when the line is built, St. John will be nearer Aroostook by rail than Bangor will be, by the difference between 111 miles and 70 miles."

PREFERRED, CANAL, MINING, AND MISCELLANEOUS STOCKS AND BONDS.

PREFERRED AND GUARANTEED R. R. STOCKS.

RAILROADS.	Amount of shares outstanding.	Rate.	Paid.	Market Price.	Dividends.	
					Divid.	Divid.
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	---		
Berkshire (guaranteed)	600,000	7	7	---		
Boston, Concord & Montreal (pref.)	800,000	6	---	---		
" " (new pref.)	554,000	6	---	---		
Buffalo, N. Y. & Erie (guaranteed)	850,000	7	---	---		
Cambria & Atlantic (preferred)	620,800	7	22	---		
Cat�awissa (preferred)	1,150,000	7	32	---		
Chemung (guaranteed)	380,000	---	---	---		
Cayuga & Susquehanna (guaranteed)	343,500	---	---	---		
Cheshire (preferred)	2,017,425	7	52	---		
Chicago & Alton (preferred)	2,464,336	7	94	---		
Chicago & Northwestern (pref.)	2,400,000	7	63	---		
Cocheco (preferred)	17,750	8	---	---		
Ct. & Passumpsic Rivers (guarant.)	49,200	6	---	---		
" " (pref.)	833,000	6	49	---		
Cumberland Valley (1st preferred)	241,900	8	8	---		
" " (2d preferred)	243,000	8	8	---		
Detroit & Milwaukee (preferred)	1,500,000	7	---	---		
Dubuque & Sioux City (preferred)	1,982,180	7	72	---		
Elmira & Williamport (pref.)	500,000	52	---	---		
Erie (preferred)	500,000	52	---	---		
Hannibal & St. Joseph (preferred)	5,326,700	7	103	---		
Harrisburg & Lancaster (guarant'd)	1,182,100	7	7	---		
Housatonic (preferred)	1,180,000	8	74	---		
Indianapolis & Madison (preferred)	353,900	8	8	---		
Kennebec & Portland (preferred)	247,000	6	---	---		
" " (new pref.)	125,000	6	---	---		
Lackawanna & Bloomsburg (pref.)	500,000	7	---	---		
Marietta & Cincinnati (1st preferred)	5,105,384	7	69	---		
" " (2d preferred)	3,424,169	7	49	---		
Michigan S. & N. Indiana (guar.)	2,883,600	8	123	---		
Mil. & Prairie du Chien (1st pref.)	1,051,000	8	109	---		
" " " (2d pref.)	1,014,000	7	87	---		
Milwaukee & St. Paul (preferred)	2,255,000	7	---	---		
New Haven & Northampton (guar.)	1,010,000	8	4	---		
New York & Harlem (preferred)	1,600,000	8	110	---		
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	---		
Paterson & Hudson (guaranteed)	630,000	---	---	---		
Paterson & Ramapo (guaranteed)	248,000	54	---	---		
Pearl & Bureau Valley (guarant'd)	1,200,000	6	---	---		
Philadelphia & Reading (preferred)	1,551,800	7	58	---		
Philadelphia & Trenton (guarant'd)	1,000,000	10	---	---		
Pitts. Ft. Wayne & Chicago (pref.)	2,000,000	7	59	---		
Pittsfield & North Adams (guar.)	450,000	6	6	---		
Portland, Saco & Portsmouth (guar.)	1,500,000	6	6	---		
Railroad & Burlington (preferred)	382,700	8	---	---		
" " (preferred)	608,176	6	---	---		
St. L. Alton & Terre Haute (pref.)	1,800,000	6	76	---		
Toledo & Wabash (preferred)	928,200	7	70	---		
Troy & Greenbush (guaranteed)	274,400	6	5	---		
Vermont & Canada (guaranteed)	1,600,000	8	8	---		
Warren (guaranteed)	1,207,760	7	7	---		
White Mountains (guaranteed)	200,000	5	5	---		
Wrightson, York & Gettysburg (guar.)	817,050	2	2	---		

CANAL AND MISCELLANEOUS STOCKS.

COMPANIES.	Par of Shares.	Amount of Stock.	Dividends.	Market Price.
CANAL AND NAVIGATION STOCKS:	\$	\$	\$	\$
Chesapeake and Delaware	100	1,243,563	15	---
Chesapeake and Ohio	100	8,224,595	26	---
Delaware Division	100	1,638,860	175	---
Delaware and Raritan	100	7,500,000	7	175
Erie of Pennsylvania	50	68,000	---	---
Illinois and Michigan	50	2,500,000	6	59
Lehigh Navigation	50	1,803,000	6	49
Monongahela Navigation	50	726,800	3	---
Morris (consolidated)	100	1,025,000	65	---
" (preferred)	100	1,175,000	126	---
North Branch	100	---	---	---
Sault Ste. Marie	100	---	---	---
Schuylkill Navigation (consolidated)	50	1,932,457	174	---
" " (preferred)	50	2,722,607	33	---
Susquehanna and Tide Water	50	2,048,260	16	---
Union (preferred)	50	2,750,000	44	---
West Branch and Susquehanna	100	1,000,000	6	105
Wyoming Valley	100	500,000	6	78

STEAMSHIP AND TRANSIT:

Central American Transit	34	---
Nicaragua Transit	24	---
Pacific Mail Steamship	217	---
Union Steamship (Boston)	157	---

TELEGRAPH:

American	100	1,600,000
Atlantic	100	---

INSURANCE STOCKS:

Etna Fire	50	200,000
American	500	1,000,000
National	100	250,000
Overland Mail	100	500,000
United States	100	800,000
Wells, Fargo & Co.	100	1,000,000

TRUST:

Farmers' Loan and Trust	50	1,000,000
New York Life Insurance & Trust	100	1,000,000
United States Trust	100	1,000,000

LAND AND IMPROVEMENT:

Boston Water Power	44	---
Boston and Roxbury Mill	59	---
Canton (Baltimore)	34	---
Cary Improvement	5	300,000
East Boston	13	---
Essex (Boston)	50	1,000,000
Waverly (Boston)	2	---

GAS-LIGHT:

Baltimore	100	8
Boston	500	1,000,000
Brooklyn	25	2,000,000
Cincinnati	---	---
City (Brooklyn)	20	128
Citizens (Brooklyn)	---	---
Hartford	---	---
Jersey City and Hoboken	50	4,000,000
Manhattan, N. Y. (stock)	272	---
" " (script)	375	239
Maryland (Baltimore)	25	---
Metropolitan, N. Y.	100	134
New Haven	50	750,000
Philadelphia	---	---
Pittsburg	---	---
St. Louis	---	---
Southwark (Philadelphia)	50	---
Williamsburg	50	---

UNCLASSIFIED:

American Coal	25	1,500,000
American West India	100	1,000,000
Baltimore Coal	100	---
Baltimore and Cuba Smelting	100	145
Central Transportation	---	---
Cherry Run Petroleum	9	---
Cumberland Coal (preferred)	100	5,000,000
George's Creek Coal and Iron	100	1,000,000
Gold Mining of Colorado	---	---
Hazleton Coal	80	68
Hudson River Bridge	100	---
Mariposa (gold)	100	10,000,000
Metropolitan Coal	100	35
New Almaden (quicksilver)	---	---
New Jersey Zinc	100	1,200,000
Pennsylvania Coal	50	3,200,000
Quicksilver	100	158
Santa Clara (quicksilver)	60	---
Santa Rita (silver, copper, and lead)	80	---
Sonora Expl. & Mining (silver & cop.)	100	---
West India Cotton	100	100,000

MINING STOCKS.

COMPANIES.	Par Value of Shares.	Number of Shares.	Dividends.	Market Price per Share.
Acton (copper)	24	200,000	---	4
Adventure (copper)	118	20,000	---	12
Albany and Boston (copper)	118	20,000	---	12
American and Mexican Silver	100	20,000	---	2
Algoma (copper)	100	10,000	---	---
Arizona (copper)	100	20,000	---	5
Aztec (copper)	5	20,000	---	5
Balt. and N. Carolina (copper)	5	20,000	---	20
Bay State (copper)	20,000	---	17 1/2	---
Bedford (copper)	20,000	---	1 1/2	---
Black River (copper)	20,000	---	52 1/2	---
Bohemian (copper)	75	20,000	---	9 1/2
Bucks County (lead)	---	---	---	---
Cambridge (copper)	5	20,000	---	10
Caledonia (copper)	20,000	---	---	10
Canada (copper)	4	20,000	---	3
Carp Lake (copper)	20,000	---	4 1/2	---
Cascade (copper)	5	20,000	---	1
Central (copper)	5	20,000	---	5 1/2
Chandiere (copper)	5	20,000	---	3 1/2
Columbian (copper)	4	20,000	---	8
Consolidated (copper)	5	20,000	---	5 1/2
Copake (iron)	50	20,000	---	9
Copper Falls (copper)	25	20,000	---	25
Dacotah (copper)	20,000	---	4 1/2	---
Dana (copper)	20,000	---	3 1/2	---
Doylestown (copper)	20,000	---	4 1/2	---
Dudley (copper)	20,000	---	20,000	---
Eagle River (copper)	20,000	---	5	---
Everett (copper)	20,000	---	5	---
Evergreen Bluff (copper)	20,000	---	5	---
Excelsior (gold)	75	20,000	---	7 1/2
Film Steel River (copper)	20,000	---	20,000	10 1/2
Forest City (copper)	20,000	---	20,000	---
Fort Filmore (silver)	20	50,000	---	20
Franconia (copper)	5	60,000	---	6
Franklin (copper)	8	20,000	---	4 1/2
French Creek (copper)	100,000	---	---	47 1/2
Gardner Hill (copper)	5	20,000	---	9 1/2
Grand Portage (copper)	20,000	---	20,000	---
Great Western (copper)	20,000	---	20,000	3 1/2
Gulf Ford (copper)	5	20,000	---	40 1/2
Hamilton (copper)	20,000	---	20,000	4 1/2
Hancock (copper)	40	20,000	---	11 1/2
Hanover (copper)	20,			

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [....] "not ascertained."

Fiscal year ending.	Completed; equal value in single tr.	Length in progress or projected	Equipment Cars	Companies	Cost of Road and Equipment	Share Capital paid in	Indebted- ness	Earnings	Dividends on paid capital	Market Price	PASSENGER RAILROAD BONDS.													
											Share paid in	Bonded Debt	Footng Debt	Gross	Nett	p. c.	Par Value	Amount out- standing	Rate	Pay- able	Prin- cipal payable	Market Price		
30 Nov. '62	1.52	—	—	MASSACHUSETTS.	\$	\$	\$	\$	\$	48														
30 Nov. '62	4.30	—	134	20	—	Boston and Chelsea	140,000	140,000	5,600	4	48													
30 Nov. '62	8.21	—	—	Broadway, Boston	118,020	69,200	—	750	69,580	9,225	124	—	65											
30 Nov. '62	6.99	—	—	Cambridge	602,651	445,800	150,000	74	53,622	53,622	9	—	124											
30 Nov. '62	4.39	—	—	Cliffondale	95,500	70,000	25,000	3,745	—	—	—	—	—	—	—	—								
30 Nov. '62	0.79	—	—	Dorchester	155,594	120,800	5,000	—	8,306	7,467	74	—	46											
30 Nov. '62	0.75	—	—	Dorchester Extension	12,800	12,800	—	—	1,024	1,024	8	—	80											
30 Nov. '62	12.43	—	123	23	—	Dorchester and Roxbury	25,641	11,000	7,800	7,932	—	—	—	—	—	—	—	—	—	—	—	—		
30 Nov. '62	3.51	—	—	Lynn and Boston	183,310	86,300	50,000	55,547	61,935	501	—	26												
30 Nov. '62	3.26	—	—	Malden and Melrose	60,200	20,000	73,100	66,223	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
30 Nov. '62	21.17	—	515	82	—	Medford and Charlestown	34,000	22,000	12,000	2,040	2,040	6	—	62										
30 Nov. '62	6.33	—	290	42	—	Metropolitan (Boston)	733,955	600,000	—	108,700	300,506	64,592	8	—										
30 Nov. '62	2.87	—	—	Middlesex (Boston)	461,730	355,000	—	59,457	124,718	41,398	4	103												
30 Nov. '62	2.90	—	—	Newton	27,451	28,000	—	—	1,980	1,980	6	—												
30 Nov. '62	2.78	—	—	Quincy	102,750	53,000	20,000	29,750	14,068	4,841	—													
30 Nov. '62	2.50	—	—	Somerville	50,000	50,000	—	—	2,500	2,500	5	30												
30 Nov. '62	4.48	—	57	8	—	Stoneham street (Boston)	33,505	32,000	—	—	1,497	500	—											
30 Nov. '62	1.52	—	287	50	—	Suffolk (Boston)	61,380	12,257	24,800	23,625	29,083	—	—											
30 Nov. '62	1.80	—	—	Union (Transportation)	174,500	22,200	18,307	197,222	17,078	10	—													
30 Nov. '62	2.64	—	—	West Cambridge	12,850	12,850	—	120	771	771	6	47												
30 Nov. '62	3.88	—	—	West Roxbury	62,152	62,200	—	4,798	8,750	3,750	6	—												
31 Dec. '62	1.1	—	11	3	—	Worcester	60,000	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
31 Dec. '62	—	—	—	CONNECTICUT.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
31 Dec. '62	—	—	—	NEW YORK.	30,000	30,000	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
30 Sep. '62	—	—	—	Avenue D (New York City)	236,036	200,000	27,500	324	52,327	14,015	3	—												
30 Sep. '62	10.76	—	—	Broadway (Brooklyn)	1,505	1,505	—	—	—	—	100	69	—											
30 Sep. '62	6.50	—	—	Brooklyn, Bath & Coney Is'd	1,505	1,505	—	—	—	—	48	—												
30 Sep. '62	21.01	—	69	25	—	Brooklyn Central & Jamaica	794,912	492,150	252,100	62,967	127,843	10,866	—											
30 Sep. '62	56.15	1.90	140	28	—	Brooklyn City	1,332,506	1,000,000	170,000	10,000	491,629	118,390	8	100	150	—								
30 Sep. '62	10.50	8.50	23	2	—	Brooklyn City and Newtown	267,628	346,000	146,000	8,000	30,944	2,759	—	58	—									
30 Sep. '62	2.50	—	—	Brooklyn City & Ridgewood	51,325	53,500	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
30 Sep. '62	—	—	—	Buffalo Street	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
30 Sep. '62	—	—	—	Central City (Syracuse)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
30 Sep. '62	—	—	—	Centr'l Pk, N. & E. Riv. (N. Y.)	454,554	359,020	101,000	7,689	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
30 Sep. '62	17.25	—	—	Coney Island and Brooklyn	501,364	493,800	7,000	2,717	21,457	6,874	100	69	—											
30 Sep. '62	6.00	—	6.00	—	East & North River (N. Y.)	650	650	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
30 Sep. '62	12.67	3.67	—	Eighth Avenue (N. Y.)	938,365	800,000	—	25,000	369,955	121,665	12	100	—	—	—	—	—	—	—	—	—	—	—	
30 Sep. '62	4.52	—	—	Fourteenth Street (N. Y.)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
30 Sep. '62	4.63	—	—	Grand St. & Newtown (W. G.)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
30 Sep. '62	—	—	—	Harlem Br. Morris' & Ford' m	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
30 Sep. '62	—	—	—	Main & Ohio St. (Buffalo)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
30 Sep. '62	10.00	16.00	42	—	Niagara Street (Buffalo)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
30 Sep. '62	—	—	—	Ninth Avenue (N. Y.)	413,948	795,360	22,000	—	89,408	19,430	100	—	—	—	—	—	—	—	—	—	—	—	—	
30 Sep. '62	—	—	—	N. Riv. & Wall st. Ferry (N. Y.)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
30 Sep. '62	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
30 Sep. '62	—	—	—	Rochester City & Brighton	—	—	—	1,700	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
30 Sep. '62	16.00	—	—	Second Avenue (N. Y.)	1,101,873	650,000	450,000	42,500	243,066	51,499	100	88	—											
30 Sep. '62	—	—	—	Seventh Avenue (N. Y.)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
30 Sep. '62	8.37	533	59	30	Sixth Avenue (N. Y.)	1,080,317	750,000	25,000	—	358,632	88,184	10	100	—										
30 Sep. '62	16.50	—	109	3	Tenth & 32d st. (N. Y.)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
30 Sep. '62	—	—	—	Troy and Lansingburg	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
30 Sep. '62	—	—	—	Utica City	—	—	—	1,757,029	1,170,000	400,000	—	580,726	211,939	12	100	240	—							
30 Sep. '62	—	—	—	V. Brunt st. & Erie Bas. (Buff.)	298	330	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
31 Dec. '62	5.82	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	—	—	—	—	—	—	—	—	—	—		
31 Dec. '62	5.05	250	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,086	3	—											
31 Dec. '62	10.47	—	—	Jersey City & Bergen Point	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
31 Dec. '62	4.20	—	—	Orange and Newark	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
31 Dec. '62	5.80	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
31 Oct. '62	7.89	120	22	—	Chestnut & Walnut (

FEDERAL AND STATE SECURITIES.

MUNICIPAL SECURITIES LIST.

DESCRIPTION.	Amount out-standing.	Interest payable.	Principal pay-able.	Market Price.	DESCRIPTION.	Amount out-standing.	Interest payable.	Principal pay-able.	Market Price.	DESCRIPTION.	Amount out-standing.	Interest payable.	Principal pay-able.	Market Price.
All any, N. Y.:					Fall River, Mass.:	5 per cents, municipal	\$165,500	var.	64-71	Philadelphia, Pa.:	5 per cents, consolidated	\$689,967	J. & J.	64-73
5 per cents, municipal	\$50,000	M. & N.	1864		5 per cents, municipal	\$165,500	var.	64-71		5 per cents, consolidated	69,255		74-82	
5 " " "	100,000	J. & D.	70-74		5 " " "	(1862-3)		1872		5 " " "	1,152,247	"	64-73	
6 " " "	225,000	J. & D.	65-69		6 per cents, municipal					6 " " "	2,902,308	"	74-83	
6 " " " water	600,000	F. & A.	70-81		6 " " " K. & P. R. R.	150,000	M. & N.	1870		6 " " "	6,666,307	"	84-90	
6 " " " Alb. N'rh.R.R.	300,000	M. & N.	1879		Hannibal, Mo.:	10 per cents, municipal	40,000	var.	var.	6 " " " Phila. City	4,237,856	"	91-99	
6 " " " A. & W. S. R.R.	1,000,000	J. & J.	65-76		10 " " " Pike Co. R.R.	50,000	var.	63-79		6 " " " Philadelphia	552,700	"	64-74	
Alleghany City, Pa.:					10 " " " (N.Y.)	141,000	"	74-81		6 " " " 480,600	"	75-79		
7 per cents, municipal		J. & J.	var.		Hartford, Ct.:	6 per cents, municipal	128,800	var.	64-80	6 " " " 1,743,200	"	80-91		
6 " " " railroad		J. & J.	"		6 " " " park	130,000	F. & A.	1882		5 " " " 217,295		64-88		
Augusta, Me.:					6 " " " railroad	500,000	J. & J.	1876		5 " " " 99,150		84-81		
6 per cents, municipal	21,545	var.	64-69		6 " " " water	250,000	J. & D.	1883		5 " " " 110,606		84-77		
6 " " " K. & P. R. R.	200,000	A. & O.	1870		6 " " " -----	125,000	J. & J.	1883		5 " " " 34,146		82-98		
Baltimore, Md.:					Jersey City, N. J.:	6 per cents, municipal	58,925	var.	63-74	5 " " " Spring Garden.	17,000		1365	
5 per cents, Int. Improv.	4,963,215	Qtrly.	38-70		6 " " " coupon	63,000	"	63-81		6 " " " Kensington	726,200		63-88	
5 " " " Miscellaneous	400,920				7 " " " "	118,000	"	63-75		6 " " " District of Penn.	204,200		65-81	
5 " " " Court House	189,754				6 " " " water	650,000	J. & J.	1877		5 " " " Moyamensing	60,333		65-76	
5 " " " Water	3,500,000				Keokuk, Iowa:	8 per cents, railroad	600,000			5 " " " Frankford	6,000		68-71	
5 " " " New Jai.	250,000				10 per cents, (sp'tax)	150,000				5 " " " North Liberties	48,459		70-73	
5 " " " B. & O. R. R.	5,000,000		1890		10 " " " (sp'tax)					5 " " " West Phila.	30,784		70-80	
5 " " " P. & C. R. R.	1,000,000	J. & J.	1886		Lawrence, Mass.:	5 per cents, municipal	18,000	var.	63-75	5 " " " Germantown	71,313		72-73	
5 " " " Park	553,998		1890		5 " " " "	130,000	"	63-82		5 " " " Phila. County	1,000		1875	
5 " " " Float. & D'fens.	225,000				Lowell, Mass.:	5 per cents, municipal	58,000	annual	64-87	5 " " " Pittsburg, Pa.	360,117		70-75	
5 " " " Bounty	9,900				5 " " " "	60,000	sem-an.	72-82		6 per cents, municipal	1,000,700	J. & J.	var.	
5 " " " N. W. Va. guar.	1,500,000	J. & J.	1873		5 " " " "	60,000	"	72-87		4 " " " railroad	1,800,000	"	1913	
5 " " " Y. & C.	500,000		1877		5 " " " "	42,000	Feb.	69-75		Portland, Me.:	6 per cents, municipal	907,496	var.	63-83
5 " " " W.Md.R.R.	200,000	"	1890		Louisville, Ky.:	6 per cents, municipal	"	"		6 " " " A. & St. L. R. R.	1,500,000	"	68-70	
Bangor, Me.:					6 per cents, municipal	18,000	var.	63-75		6 " " " 500,000	A. & O.	1868		
6 per cents, municipal	168,700	var.	65-82		5 " " " "	151,500	"	63-79		Portsmouth, N. H.:	39,700	M. & S.	64-72	
6 " " " K. & P. R. R.	740,000	A. & O.	63-74		Lowell, Mass.:	5 per cents, municipal	58,000	annual	64-87	5 " " " 14,800	"	64-69		
Bath, Me.:					5 " " " "	60,000	sem-an.	72-82		5 " " " 15,000	"	64-71		
6 per cents, municipal	145,212	var.	64-73		5 " " " "	60,000	"	72-87		5 " " " Volunteer Ald.	58,000	A. & O.	67-82	
6 " " " K. & P. R. R.	200,000	A. & O.	1870		5 " " " "	42,000	Feb.	69-75		Portsmouth, Ohio:	7 per cents, municipal	30,000	J. & D.	1871
Boston, Mass.:					Louisville, Ky.:	6 per cents, municipal	"	"		7 " " " railroad	10,000	"	1866	
4 1/2 per cents, municipal	595,205	var.	78-84		6 per cents, municipal	7 " " "	var.	var.		Poughkeepsie, N. Y.:	47,677	var.	64-86	
5 " " " "	1,807,618	"	63-70		6 " " " "	20,000				6 per cents, municipal	14,000	"	60-78	
5 " " " "	2,593,000	"	71-80		6 " " " "	18,000				6 " " " water	48,120	A. & O.	67-82	
5 " " " "	364,000	"	81-85		6 " " " "	15,800				6 " " " bounty	30,000	M. & S.	64-72	
5 " " " water (notes)	400,000		78-79		6 " " " "	6 " " "				Portsmouth, Ohio:	7 per cents, municipal	30,000	J. & D.	1871
4 1/2 " " " (sterling)	1,949,711	"	72-73		6 " " " "	76,800				7 " " " railroad	10,000	"	1866	
5 " " " (dollar)	758,000	"	63-71		Manchester, N. H.:	6 per cents, municipal	46,000		1882	Poughkeepsie, N. Y.:	47,677	var.	64-86	
Brooklyn, N. Y.:					6 per cents, municipal	51 " " "	20,000		1874	6 per cents, municipal	14,800	"	64-69	
6 per cents, municipal	804,200	J. & J.	64-74		6 " " " "	60,000		1874	5 " " " 15,000	"	64-71			
6 " " " "	245,000	"	75-85		6 " " " "	67,500		1875	5 " " " Volunteer Ald.	58,000	A. & O.	67-82		
6 " " " "	403,000	"	69-95		6 " " " "	76,800		1874	Portsmouth, Ohio:	7 per cents, municipal	30,000	J. & D.	1871	
6 " " " "	25,000	M. & N.	66-68		6 " " " "	77,500		1875	7 " " " railroad	10,000	"	1866		
6 " " " Williamsburg	429,070	J. & J.	63-81		6 " " " "	82,000	J. & D.	1894	Poughkeepsie, N. Y.:	47,677	var.	64-86		
6 " " " water	1,700,000	"	68-81		10 per cents, municipal	10 per cents, municipal	22,000	var.	due.	6 per cents, municipal	1,000,700	J. & J.	var.	
6 " " " "	749,000	"	1886		10 " " " "	77,500			4 " " " harbor	48,000	var.	var.		
6 " " " "	819,000	"	1891		10 " " " "	82,000	J. & D.	1894	5 " " " railroad	25,000	var.	var.		
6 " " " "	1,432,000	"	1896		10 " " " "	82,000			7 " " " railroad	300,000	var.	var.		
6 " " " "	850,000	"	1899		10 " " " "	82,000	J. & D.	1894	7 per cents, Alms house	20,000	J. & J.	1864		
6 " " " War Loan	115,000	"	1865		10 " " " "	82,000			7 " " " Flenting	66,000	A. & O.	74-82		
Buffalo, N. Y.:					10 " " " "	82,000	J. & D.	1894	6 " " " City Hall	70,000	J. & J.	64-73		
6 per cents, municipal	216,000	var.	63-79		10 " " " "	82,000			7 " " " Bridge & impr.	135,000	var.	63-82		
6 " " " "	299,000	"	65-82		10 " " " "	82,000	J. & D.	1894	6 " " " Stm Fire Eng's	60,000	"	76-82		
Calais, Me.:					10 " " " "	82,000			6 " " " R.&Gen. V.R.R.	20,000	"	81-82		
6 per cents, municipal		J. & D.	1876		10 " " " "	82,000	J. & D.	1894	10 per cents, City Cal.	260,000	J. & J.	64-76		
Cambridge, Mass.:					10 " " " "	82,000			6 per cents, Pacific R. R.	52,000	var.	var.		
5 per cents, municipal	166,000	var.	65-82		10 " " " "	82,000	J. & D.	1894	6 " " " O. & M. R. R.	457,000	var.	71-73		
5 " " " " of '50-'51	16,000	"	65-71		10 " " " "	82,000			6 " " " Iron M'vn R. R.	429,900	J. & J.	72-74		
5 " " " " of '54-'57	56,000	"	64-77		10 " " " "	82,000	J. & D.	1894	6 " " " municipal	1,464,000	var.	65-83		
6 " " " " of '56-'62	52,692		64-68		10 " " " "	82,000			6 " " " real estate	523,000	"	64-90		
6 " " " bridge	20,000	F. & A.	1872		10 " " " "	82,000	J. & D.	1894	6 " " " sewerage	425,000	"	70-88		
Comden, N. J.:					10 " " " "	82,000	J. & D.	1894	6 " " " impr. (old lim.)	254,000	"	71-87		
6 per cents, municipal	38,100	J. & J.	65-74		10 " " " "	82,000	J. & D.	1894	6 " " " water	484,000	"	71-88		
6 " " " "	27,300	"	78-81		10 " " " "	82,000	J. & D.	1894	6 " " " harbors	239,000	"	63-86		
Charlestown, Mass.:					10 " " " "	82,000	J. & D.	1894	6 " " " wharfs	163,000	"	67-81		
5 per cents, municipal	50,000	J. & J.	67-73		10 " " " "	82,000	J. & D.	1894	6 " " " district sewers	15,000	"			
5 " " " "	52,000	var.	65-67		10 " " " "	82,000	J. & D.	1894	San Francisco, Calif.:	1,354,300	M. & N.	1871		
5 " " " " Volunteer Aid	174,060	A. & O.	77-88		10 " " " "	82,000	J. & D.	1894	10 per cents, municipal	178,500	J. & J.	1866		
5 " " " " water	202,000	"	82-83		10 " " " " "	82,000	J. & D.	1894	10 " " " school	95,500	"	1870		
Chelsea, Mass.:					10 " " " " "	82,000	J. & D.	1894	6 " " " municipal	3,000,000	"	1866		
5 1/2 per cents, municipal	105,000	A. & O.	70-72		10 " " " " "	82,000	J. & D.	1894	6 " " " city & e. unty	823,000	"	1875		
5 1/2 " " " "	74,000	"	79-88		10 " " " " "	82,000	J. & D.	1894	6 " " " " city & e. unty	1,734,500	"	1888		
6 " " " "	117,000	var.	63-77		10 " " " " "	82,000	J. & D.	1894	Springfield, Ill.:	10 per cents, municipal	51,467	var.	64-82	
Chicago, Ill.:					10 " " " " "	82,000	J. & D.	1894	10 " " " " "	55,000	"	68-81		
10 per cents, municipal (old)	4,000	J. & J.	63-68		10 " " " " "	82,000	J. & D.	1894	Springfield, Ohio:	7 p. cts., Spfd & Msfd R.R.	2,000	M. & N.	1866	
7 " " " " (new)	60,000	"	66-74		10 " " " " "	82,000	J. & D.	1894	10 per cents, municipal	1,354,300	M. & N.	1871		
6 " " " " (old)	511,000	A. & O.	1881		10 " " " " "	82,000	J. & D.	1894	10 " " " " "	178,500	J. & J.	1866		
6 " " " " (new)	160,000	J. & J.	63-74		10 " " " " "	82,000	J. & D.	1894	10 " " " " "	95,500	"	1870		
6 " " " " (new)	200,000	"	75-76		10 " " " " "	82,000	J. & D.	1894	10 " " " " "	3,000,000	"	1866		
7 " " " sewerage	900,000	"	79-87		10 " " " " "	82,000	J. & D.	1894	10 " " " " "	823,000	"	1875		
6 " " " water	100,000	"	1888		10 " " " " "	82,000	J. & D.	1894	10 " " " " "	1,734,500	"	1888		
6 " " " water	1,133,000	"	1888		10 " " " " "	82,000	J. & D.	1894	Springfield, Ill.:	10 per cents, municipal	51,467	var.	64-82	
Cincinnati, Ohio.:					10 " " " " "	82,000	J. & D.	1894	10 " " " " "	55,000	"	68-81		
6 per cents, municipal		A. & O.	1895		10 " " " " "	82,000	J. & D.	1894	10 " " " " "	2,000	M. & N.	1866		
6 " " " water					10 " " " " "	82,000	J. & D.	1894	10 " " " " "	75,000	J. & J.	var.		
7 " " " railroads					10 " " " " "	82,000	J. & D.	1894	10 " " " " "	100,000	J. & J.	var.		
Cleveland, Ohio.:					10 " " " " "	82,000	J. & D.	1894	10 " " " " "	125,000	J. & J.	var.		
7 per cents, municipal		J. & J.	var.		10 " " " " "	82,000	J. & D.	1894	10 " " " " "	150,000	J. & J.	var.		
8 " " " Ohio city			"		10 " " " " "	82,000	J. & D.	1894	10 " " " " "	175,000	J. & J.	var.		
7 " " " water			"		10 " " " " "	82,000	J. & D.	1894	10 " " " " "	200,000	J. & J.	var.		
7 " " " sewerage			"		10 " " " " "	82,000	J. & D.	1894	10 " " " " "	225,000	J. & J.	var.		
Detroit, Mich.:					10 " " " " "	82,000	J. & D.	1894	10 " " " " "	250,000	J. & J.	var.		
6 per cents, hydraulics	50,000	A. & O.	1865		10 " " " " "	82,000	J. & D.	1894	10 " " " " "	275,000	J. & J.	var.		
7 " " " sewers	33,545	var.	69-71		10 " " " " "	82,000	J. & D.	1894	10 " " " " "	300,000	J. & J.	var.		
7 " " " redemptions	167,338	"	70-72		10 " " " " "	82,000</td								

Railroads of the United States.

A tabular statement showing the length and cost of each road at the end of the financial year closing nearest 1st January 1864.

(Not including City Passenger Railroads.)

1. MAINE.

Corporate Titles of Companies.	Mileage	Cost of Road	
	Total.	Completed.	and Equipm't.
1. Androscoggin.	68.00	68.00	\$1,252,677
2. Atlantic and St. Lawrence (54 m. in N. Hamp. and 16.20 m. in Vt.)	149.00	149.00	7,654,098
3. Bangor, Oltown and Milford	12.50	12.50	247,412
4. Calais and Baring	6.00	6.00	226,160
5. European and North American (including late Penobscot Railroad)	90.72	.....	380,000
6. Great Falls and South Berwick	6.00	6.00	172,232
7. Kennebec and Portland (main line) Yarmouth Extension	50.00	50.00	2,871,269
Bath Branch	13.00	13.00	.....
8. Lewy's Island	16.50	16.50	315,397
9. Machiasport (Franklin)	7.50	7.50	110,000
10. Maine Central (a consolidation of late Androscoggin and Kennebec, and Penobscot and Kennebec R. R's.)	109.81	109.81	4,211,878
11. Portland and Oxford Central	28.50	21.50	430,000
12. Portland, Saco and Portsmouth	53.50	53.50	1,580,184
13. Somerset and Kennebec	37.00	37.00	783,763
14. York and Cumberland	52.00	18.50	1,090,317
Total attributed to Maine	709.53	578.81	\$21,324,387
Deduct parts of roads in other States	70.20	70.20	3,606,174
	639.33	508.11	\$17,718,213
Add parts of roads in other States	1.26	1.26	70,108
Actual total in Maine	640.59	509.37	\$17,788,316

2. NEW HAMPSHIRE.

1. Ashuelot	23.76	23.76	\$506,000
2. Boston, Concord and Montreal	98.54	98.54	2,850,000
3. Cheshire (10.50 miles in Mass.)	53.64	53.64	3,839,713
4. Cochecho	28.12	28.12	848,400
5. Concord	34.53	34.53	1,500,000
6. Concord and Portsmouth	49.90	49.90	350,000
7. Contoocook River	14.64	14.64	200,000
8. Eastern of New Hampshire	16.55	16.55	525,205
9. Great Falls and Conway	46.50	20.09	438,404
10. Manchester and Lawrence	26.89	26.89	1,065,345
11. Manchester and North Weare	19.43	19.43	200,000
12. Merrimac and Connecticut Rivers	29.30	29.30	698,268
13. Northern	69.20	69.20	.....
Bristol Branch	18.00	13.00	3,068,400
14. Peterboro and Shirley (included in Fitchburg, Mass.)	.....	.....	.....
15. Sullivan	24.70	24.70	1,250,000
16. White Mountains	20.78	20.78	200,000
17. Wilton	15.43	15.43	226,979
Total attributed to New Hampshire	581.91	555.50	\$17,761,706
Deduct parts of road in Massachusetts	10.50	10.50	758,660
	571.41	545.00	\$17,003,056
Add parts of roads attrib'd to other States	116.32	116.32	4,127,215
Actual total in New Hampshire	687.73	661.32	\$21,130,271

3. VERMONT.

1. Connecticut and Passumpsic Rivers	110.30	110.30	\$2,577,712
2. Rutland and Burlington	119.54	119.54	4,204,061
3. Rutland and Wash'n (11.18 m. in N. Y.)	44.73	44.73	1,771,688
4. Rutland and Whitehall	6.88	6.88	255,700
Hydeville Branch	1.51	1.51	.....
5. Southern Vermont	8.00	8.00	200,000
6. Vermont and Canada	55.50	55.50	1,378,695
7. Vermont Central	117.00	117.00	8,522,610
Branches	2.00	2.00	.....
8. Vermont Valley	28.69	28.69	1,301,885
9. Western Vermont	59.00	59.00	1,083,500
Bennington Branch	5.50	5.50	.....
Total attributed to Vermont	553.65	553.65	\$21,295,837
Deduct parts of road in New York	11.18	11.18	442,921
	542.47	542.47	\$20,852,916
Add parts of roads attributed to other St's.	26.70	26.70	1,311,771
Add parts of Grand Trunk of Canada	17.00	17.00	911,347
Actual total in Vermont	586.17	586.17	\$25,076,034

Corporate Titles of Companies.	Mileage	Cost of Road	
	Total.	Completed.	and Equipm't.
4. MASSACHUSETTS.			
1. Agricultural Branch	28.36	15.03	\$352,276
2. Amherst, Belchertown and Palmer	19.50	19.50	85,000
3. Berkshire (Housatonic)	21.14	21.14	\$600,000
4. Boston and Lowell (Main Line)	26.76	26.76	2,428,593
Woburn Branch	1.86	1.86	.....
5. Boston and Maine (37.22 m. in N. H. and 1.26 m. in Maine)	74.26	74.26	4,277,184
Medford Branch	2.23	2.23	.....
Methuen Branch	3.61	3.61	.....
Great Falls Branch (in N. Hamp.)	2.95	2.95	.....
6. Boston and Providence (6 m. in R. I.)	43.50	43.50	3,160,000
Dedham Branch	2.97	2.97	.....
Seekonk Branch (in R. I.)	1.00	1.00	.....
7. Boston and Worcester (main line)	44.63	44.63	4,500,000
Brookline Branch	1.55	1.55	.....
Newton and Lower Falls Branch	1.25	1.25	.....
Saxonville Branch	3.87	3.87	.....
Milford Branch	11.97	11.97	.....
Framingham Branch	2.06	2.06	.....
Milbury Branch	3.07	3.07	.....
8. Cape Cod Branch	46.01	46.01	1,031,625
Wareham Branch	1.04	1.04	.....
9. Connecticut River	50.00	50.00	1,801,944
Chicopee Branch	2.35	2.35	.....
10. Danvers	9.20	9.20	236,277
11. Dorchester and Milton Branch	3.26	3.26	136,789
12. Eastern (main line)	44.10	44.10	4,227,572
Marblehead Branch	3.50	3.50	.....
Gloucester Branch	13.50	13.50	.....
Salisbury Branch	3.41	3.41	.....
Saugus Branch	10.10	10.10	.....
13. Easton Branch	3.78	3.78	55,894
14. Essex (main line)	19.86	19.86	747,008
Harbor Branch	1.32	1.32	.....
15. Fairhaven Branch	15.11	15.11	252,135
16. Fitchburg (main line)	50.93	50.93	3,540,000
Watertown Branch	7.85	7.85	.....
Lancaster and Sterling Branch	9.00	9.00	.....
Marlboro Branch	3.90	3.90	.....
Peterboro and Shirley in Mass.	14.10	14.10	.....
Peterboro and Shirley in N. H.	9.36	9.36	.....
17. Fitchburg and Worcester	13.99	13.99	333,885
Grand Junction and Depots	9.00	9.00	1,946,942
19. Horn Pond Branch	0.66	0.66	13,075
20. Lexington and West Cambridge	6.64	6.64	251,258
21. Lowell and Lawrence	12.35	12.35	363,158
22. Medway Branch	3.60	3.60	37,909
23. Middleboro' and Taunton	8.54	8.54	152,318
24. Midland Land Damage (including the late Midland and Norfolk County lines—8 m. in Conn.)	74.50	61.50	4,537,835
Nashua and Lowell (6.22 m. in N. H.)	14.58	14.58	654,603
26. New Bedford and Taunton	20.13	20.13	556,974
Harbor Branch	1.46	1.46	.....
27. Newburyport	14.58	14.58	597,886
Danvers and Georgetown Line	12.39	12.39	.....
28. New York and Boston	33.00	33.00	1,000,000
29. Old Colony and Fall River	37.26	37.26	3,362,948
Fall River Division	42.24	42.24	.....
Bridgewater Branch	7.76	7.76	.....
30. Pittsfield and North Adams	18.65	18.65	443,678
31. Providence and Worcester (18 m. in R. I.)	43.41	43.41	1,671,901
32. Rockport	3.60	3.60	90,263
33. Salem and Lowell	16.88	16.88	464,013
34. South Reading and Branch	8.35	8.35	299,468
35. South Shore	11.50	11.50	501,593
36. Stockbridge and Pittsfield	21.93	21.93	448,700
37. Stoneham Branch	1.63	1.63	30,575
38. Stony Brook	13.16	13.16	267,388
39. Stoughton Branch	4.04	4.04	100,385
40. Taunton Branch	11.10	11.10	250,000
Taunton River Branch	0.68	0.68	.....
41. Troy and Greenfield	42.55	7.00	1,756,370
42. Vermont and Mass. (10 1/2 miles in Vt.)	69.28	69.28	3,268,415
Greenfield Branch	8.00	8.00	.....
43. Western	117.81	117.81	8,638,278
44. West Stockbridge	2.75	2.75	39,600
45. Worcester and Nashua (6.57 m. in N. H.)	45.69	45.69	1,270,398
Total attributed to Massachusetts	1,371.83	1,309.95	\$60,776,608
Deduct parts of roads in other States	107.08	107.08	8,521,237
	1,264.75	1,202.87	\$57,255,371
Add parts of roads attrib'd to other St's.	74.67	74.67	2,729,816
Actual total in Massachusetts	1,339.42	1,277.54	\$59,985,187

Corporate Titles of Companies.	Mileage		Cost of Road and Equipm't.	Corporate Titles of Companies.	Mileage		Cost of Road and Equipm't.	
	Total.	Completed.			Total.	Completed.		
5. RHODE ISLAND.								
1. New York, Providence and Boston (5 miles in Ct.)	50.00	50.00	\$2,158,000	25. New York and Harlem	130.75	130.75	10,036,543	
2. New York and Boston	32.50	.....	325,000	Port Morris Branch	2.12	2.12	
3. Newport and Fall River	17.32	17.32	350,000	26. Niagars Bridge and Canandaigua	98.57	98.57	1,000,000	
4. Providence, Warren and Bristol (3.30 miles in Mass.)	13.60	13.60	448,242	Tonawanda Branch	1.64	1.64		
Total attributed to Rhode Island	113.32	80.92	\$8,277,642	27. Niagars Falls and Lake Ontario	13.15	13.15	393,729	
Deduct parts of roads in other States	8.30	8.30	330,990	28. Northern (Ogdensburg)	118.00	118.00	4,819,979	
	105.12	72.62	\$2,946,652	Branches	3.75	3.75		
Add parts of roads attrib'd to other States	51.32	51.32	2,422,322	29. Oswego and Rome	.....	.....
Actual total in Rhode Island	156.44	128.94	\$5,368,974	30. Oswego and Syracuse	35.91	35.91	815,161	
6. CONNECTICUT.								
1. Danbury and Norwalk	23.81	23.81	\$410,958	31. Plattsburg and Montreal	23.17	23.17	349,775	
2. Hartford and New Haven (5.87 in Mass.)	61.38	61.38	3,452,957	32. Port Morris and Westchester	11.00	.....	1,200
Middletown Branch	10.25	10.25		33. Rensselaer and Saratoga	25.22	25.22	920,028	
Hartford Branch	0.89	0.89		34. Rochester and Genesee Valley	49.75	18.45	656,926	
3. Hartford, Providence and Fishkill (26.32 miles in R. I.)	197.50	122.36	4,204,865	35. Rome, Watertown and Ogdensburg	189.63	189.63		
4. Housatonic	74.00	74.00	2,439,775	Potsdam Branch	24.28	24.28	3,461,683	
5. Naugatuck	57.00	57.00	1,410,889	Cape Vincent Branch	24.24	24.24		
6. N. Haven, N. London and Stonington	50.00	50.00	1,464,040	36. Sackett's Harbor, Rome and New York	18.50	18.50	76,562	
Stonington Extension	11.00	11.00	397,887	37. Saratoga and Schenectady	21.50	21.50	480,684	
7. New Haven and Northampton (25 m. in Mass.)	85.50	85.50	2,305,205	38. Saratoga and Whitehall	40.86	40.86	902,208	
Collinsville	7.50	7.50		Rutland Branch	6.66	6.66		
Tariffville Branch	1.00	1.00		39. Schenectady and Catskill	40.00	.....	
8. New London Northern (9 m. in Mass.)	66.00	66.00		40. Staten Island	13.20	13.20	303,602	
9. New York and Boston Air Line	80.00	.....		41. Syracuse, Binghamton and New York	80.94	80.94	2,866,104
10. N. Y. and New Haven (14.14 in N. Y.)	6.35	6.35		42. Troy and Bennington	5.38	5.38	253,979	
Branch at New Haven	1.00	1.00		43. Troy and Boston	34.91	34.91	1,710,014	
11. Norwich and Worcester (21 m. in Mass.)	59.40	59.40		44. Troy and Greenbush	6.00	6.00	294,908	
Allyn's Point Branch	7.00	7.00		45. Troy and Rutland	18.50	18.50	462,500	
12. Rockville Branch	4.50	4.50		46. Troy Union and Depot	2.14	2.14	752,601	
Total attributed to Connecticut	859.08	708.94		47. Utica and Black River	86.25	84.94	862,089	
Deduct parts of roads in other States	101.33	101.33		Trenton Falls Branch	2.59	2.59		
	757.75	602.61		48. Warwick Valley	10.33	10.33	168,988	
Add parts of roads attributed to other St's.	13.00	13.00		Actual total in Connecticut	2,505.76	2,892.46	\$134,410,508	
Actual total in Connecticut	770.75	615.61		7. NEW YORK.				
1. Adirondack	182.00		8. NEW JERSEY.				
2. Albany and Boston	21.40	21.40		1. Belvidere Delaware	64.21	64.21	\$8,170,126	
3. Albany and Susquehanna	140.00	45.00		2. Burlington and Mount Holly	7.12	7.12	120,000	
4. Albany and Vermont	11.55	11.55		3. Camden and Amboy	71.90	68.90		
5. Albany and West Stockbridge	38.25	38.25		Trenton Branch	6.19	6.19	6,070,238	
6. Atlantic and Great Western in N. York	48.89	48.89		4. Camden and Atlantic	60.23	60.23	1,837,386	
7. Avon, Genesee and Mount Morris	15.53	15.53		5. Central of New Jersey	75.80	63.80	6,169,906	
8. Blosburg and Corning	14.83	14.83		6. Flemington	48.00	48.00		
9. Brooklyn Central and Jamaica	14.50	14.50		7. Freehold and Jamesburg	12.00	12.00	291,944	
10. Buffalo and Allegheny Valley	30.00	.....		8. Hackensack and New York	17.00	11.50	281,173
11. Buffalo, Bradford and Pittsburg (11 m. in Pa.)	100.00	12.00		Lodi Branch (private)	4.88	4.88	136,306	
12. Buffalo, New York and Erie	142.00	142.00		9. Jersey City and Bergen Point	0.78	0.78	20,000	
13. Buffalo and State Line	68.34	68.34		10. Long Dock and Tunnel	10.00	10.00	200,000	
14. Cayuga and Susquehanna	34.61	34.61		11. Millstone and New Brunswick	6.62	6.62	110,947	
15. Chemung	17.36	17.36		12. Millville and Cape May	39.00	39.00	400,000	
16. Elmira, Jefferson and Canandaigua	46.84	46.84		13. Millville and Glassboro	22.30	22.30	191,629	
17. Erie (42 1/4 m. in Penna.)	446.00	446.00		14. Morris and Essex	84.50	52.52	1,627,362	
Buffalo Branch	60.00	60.00		15. Newark and Bloomfield	14.00	6.00	112,027	
Newburg Branch	19.00	19.00		16. Newark and Hoboken	6.00	6.00	407,192	
Union (Ramapo)	0.25	0.25		17. New Jersey	38.80	38.80	5,379,304	
18. Erie and New York City	25.00	25.00		18. Northern New Jersey	21.27	21.27	422,297	
19. Hudson and Boston	17.33	17.33		19. Orange and Newark	5.00	5.00	120,000	
20. Hudson River	144.00	144.00		20. Paterson and Hudson	14.50	14.50	630,000	
21. Lake Ontario, Auburn and New York	78.84	.....		21. Paterson and Ramapo	15.12	15.12	350,000
22. Long Island	94.00	94.00		22. Raritan and Delaware Bay	143.00	68.00	2,450,417	
Hempstead Branch	2.50	2.50		Long Branch Extension	4.00	4.00		
Glen Cove, Roslyn and Mineola Br.	8.50	.....		23. South Branch	16.00	16.00	280,385
Hicksville and Cold Spring	6.25	4.00		24. Sussex	12.00	12.00	425,068	
23. New York Central—main line	297.75	297.75		25. Warren	21.04	21.04	1,907,750	
Troy and Schenectady	21.00	21.00		26. West Jersey	86.00	42.00	821,984	
Syracuse and Rochester	104.00	104.00		Actual total in New Jersey	951.25	761.77	\$36,368,438	
Batavia and Attica	11.00	11.00		9. PENNSYLVANIA.				
Rochester and Niagara	74.75	74.75		1. Allegheny Valley	176.41	45.00	\$1,765,300	
Tonawanda	12.25	12.25		2. Atlantic and Great Western	88.00	88.00		
Buffalo and Lewiston	28.25	18.25		Franklin Branch	20.00	20.00	6,187,500	
Rochester and Charlotte	6.88	6.88		Oil Creek Branch	54.00	42.00		
24. New York and Flushing	8.00	8.00		3. Bald Eagle Valley	53.00	27.00	810,000	
				4. Barclay Coal	16.50	16.50	400,000	
				5. Beaver Meadow	24.50	24.50	1,360,021	
				Branches	23.50	23.50		
				6. Bedford	19.75	13.27	388,000	
				7. Bellefonte and Snow-Shoe	20.50	18.50	630,955	

Corporate Titles of Companies.	Mileage		Cost of Road and Equipmt.	Corporate Titles of Companies.	Mileage		Cost of Road and Equipmt.
	Total.	Completed.			Total.	Completed.	
8. Broad Mountain and Mahonoy	14.60	14.60	448,888	65. Pittsburg and Connellsville	149.00	59.50	2,145,383
9. Carbondale and Scranton	22.00	14.50	224,000	66. Pittsburg, Fort Wayne and Chicago (249 miles in Ohio; 115 miles in Ind. and 13 miles in Ill.)	468.30	468.30	17,736,353
10. Catawissa and Fogelsville	65.00	65.00	3,634,000	67. Pittsburg and Steubenville (8 miles in W. Va.)	42.00	31.00	1,947,462
11. Catawissa	22.50	.....	341,639	68. Plymouth	.....	.....	.....
12. Chartiers Valley	21.50	21.50	1,871,909	69. Quakake	14.09	14.09	700,000
13. Chester Valley	4.20	4.20	129,650	70. Quakake and Mahonoy	24.00	.....	.....
14. Chestnut Hill	39.00	39.00	819,000	71. Schuylkill and Susquehanna Branches	54.00	54.00	1,197,774
15. Columbia and Reading Lancaster Branch	6.00	.....	.....	72. Schuylkill Valley Branches	1.00	1.00	.....
16. Cumberland Valley	56.00	52.00	1,128,687	73. Shamokin Valley and Pottsville Lancaster Colliery Branch	9.23	9.23	576,050
17. Delaware, Lackawanna and Western	110.70	110.70	9,249,885	74. Strasburg	15.22	15.22	1,291,597
Keyser Valley Branch	2.80	2.80	.....	75. Swatara	28.03	28.03	41,780
18. Delaware and Hudson Branches	26.50	26.50	1,907,655	76. Tangascootuc	1.12	1.12	.....
Mine Railroads	4.00	4.00	.....	77. Tioga	29.61	29.61	797,918
19. East Brandywine and Waynesburg	32.00	32.00	2,083,807	78. Towanda	.....	.....	.....
20. East Pennsylvania Temple Junction	35.80	35.80	700,000	79. Trevorton	14.50	14.50	792,000
21. Ebensburg and Cresson	17.50	17.50	245,994	80. Union Coal Co's. R. R. Branches	3.50	3.50	100,000
22. Elmira and Williamsport	32.00	32.00	1,800,000	81. Tyrone and Clearfield Branch	2.25	2.25	178,000
23. Erie and Northeast	18.50	18.50	130,000	82. Westchester Branch	36.00	22.00	500,000
24. Erie and Pittsburg	85.50	85.50	525,000	83. Westchester and Philadelphia	26.88	26.88	1,387,074
25. Fayette County	12.69	12.69	18,000	84. Wrightsville, York and Gettysburg Sundry Coal Railroads not otherwise accounted for—say	13.00	13.00	393,230
26. Franklin (6.50 m. in Md.)	22.50	22.50	1,882,560	.....	350.00	350.00	5,000,000
27. Gettysburg	17.12	17.12	274,481	.....	.....	.....	.....
28. Hanover	12.20	12.20	227,062	.....	.....	.....	.....
29. Harrisburg and Lancaster Columbia Branch	36.00	36.00	1,423,481	.....	.....	.....	.....
30. Hazleton and Lehigh	18.00	18.00	400,000	.....	.....	.....	.....
31. Hempfield (8 m. in W. Va.)	31.25	31.25	1,657,800	.....	.....	.....	.....
32. Huntingdon and Broad Top Branches	19.20	19.20	1,423,481	.....	.....	.....	.....
33. Jamestown and Franklin	.....	.....	.....	.....	.....	.....	.....
34. Junction (Phila.)	5.63	5.63	500,000	.....	.....	.....	.....
35. Lackawanna (Grassy Island)	9.10	9.10	180,000	.....	.....	.....	.....
36. Lackawanna and Bloomsburg	80.00	80.00	2,629,513	.....	.....	.....	.....
37. Lehigh and Luzerne Eckley Branch	20.00	9.50	311,496	.....	.....	.....	.....
38. Lehigh and Susquehanna	1.50	1.50	1,380,000	.....	.....	.....	.....
39. Lehigh Valley	19.71	19.71	3,927,385	.....	.....	.....	.....
40. Little Sawmill Run	46.00	46.00	83,044	.....	.....	.....	.....
41. Little Schuylkill Branches	28.30	28.30	1,871,868	.....	.....	.....	.....
42. Littlestown	5.50	5.50	76,000	.....	.....	.....	.....
43. Locust Gap	7.25	7.25	15,000	.....	.....	.....	.....
44. Lorberry Creek	0.90	0.90	82,050	.....	.....	.....	.....
45. Lykens Valley Branches	5.13	5.13	415,042	.....	.....	.....	.....
46. McCauley's Mountain	4.20	4.20	200,000	.....	.....	.....	.....
47. Mauch Chunk and Summit Hill Branches	6.25	6.25	1,453,789	.....	.....	.....	.....
48. Mill Creek and Mine Hill Extension Branch	22.00	22.00	1,453,789	.....	.....	.....	.....
49. McKean and Elk	4.09	4.09	323,275	.....	.....	.....	.....
50. Mine Hill and Schuylkill Haven Extension and Branches	12.70	12.70	3,252,265	.....	.....	.....	.....
51. Mount Carbon Branches	15.50	15.50	203,259	.....	.....	.....	.....
52. Mount Carbon and Port Carbon Branches	6.50	6.50	282,350	.....	.....	.....	.....
53. Nequehoning Valley	18.10	.....	20,748	.....	.....	.....	.....
54. Newcastle and Beaver Valley	18.20	13.20	264,000	.....	.....	.....	.....
55. North Lebanon Branches	7.52	7.52	306,706	.....	.....	.....	.....
56. North Pennsylvania Doylestown Branch	0.68	0.68	5,892,662	.....	.....	.....	.....
57. Pennsylvania Hollidaysburg Branch	55.26	55.26	22,888,651	.....	.....	.....	.....
58. Indiana Branch	10.08	10.08	2,000,000	.....	.....	.....	.....
59. Philadelphia and Baltimore Central	18.99	18.99	930,000	.....	.....	.....	.....
60. Phila. Germantown and Norristown	81.14	81.14	1,767,809	.....	.....	.....	.....
61. Philadelphia (Sunbury) and Erie	47.00	47.00	15,000,000	.....	.....	.....	.....
62. Philadelphia and Reading Lebanon Valley Line	7.00	7.00	25,528,184	.....	.....	.....	.....
63. Philadelphia and Trenton	54.00	54.00	603,882	.....	.....	.....	.....
64. Philadelphia, Wilmington and Balti- more (56 m. in Md. and 28 m. in Del.)	28.20	28.20	7,724,349	.....	.....	.....	.....
Port Deposit Branch	6.00	.....	.....	.....	.....	.....	.....
Corporate Titles of Companies.	Mileage		Cost of Road and Equipmt.	Corporate Titles of Companies.	Mileage		Cost of Road and Equipmt.
	Total.	Completed.			Total.	Completed.	
65. Pittsburg and Connellsville	149.00	59.50	2,145,383	66. Pittsburg, Fort Wayne and Chicago (249 miles in Ohio; 115 miles in Ind. and 13 miles in Ill.)	468.30	468.30	17,736,353
67. Pittsburg and Steubenville (8 miles in W. Va.)	42.00	31.00	1,947,462	68. Plymouth	.....	.....	.....
69. Quakake	14.09	14.09	700,000	70. Quakake and Mahonoy	24.00	.....	.....
71. Schuylkill and Susquehanna Branches	54.00	54.00	1,197,774	72. Schuylkill Valley Branches	1.00	1.00	576,050
73. Shamokin Valley and Pottsville Lancaster Colliery Branch	9.23	9.23	1,291,597	74. Strasburg	15.22	15.22	41,780
75. Swatara	6.00	6.00	1,291,597	76. Tangascootuc	.....	.....	.....
77. Tioga	29.61	29.61	797,918	78. Towanda	.....	.....	.....
79. Trevorton	14.50	14.50	792,000	80. Union Coal Co's. R. R. Branches	3.50	3.50	100,000
81. Tyrone and Clearfield Branch	2.25	2.25	178,000	82. Westchester Branch	9.00	9.00	500,000
83. Westchester and Philadelphia	1.25	1.25	1,387,074	84. Wrightsville, York and Gettysburg Sundry Coal Railroads not otherwise accounted for—say	13.00	13.00	393,230
.....	350.00	350.00	5,000,000	.....	.....	.....	.....
Total attributed to Pennsylvania	4,412.67	3,887.16	\$178,034,899	.....	.....	.....	.....
Deduct parts of roads in other States	542.60	526.50	23,108,792	.....	.....	.....	.....
.....	3,870.07	3,360.66	\$154,926,107	.....	.....	.....	.....
Add parts of roads attrib'd to other States	200.70	184.70	10,891,729	.....	.....	.....	.....
.....
Actual total in Pennsylvania	4,070.77	3,545.36	\$165,817,836	.....	.....	.....	.....
10. DELAWARE.	84.30	84.30	\$1,552,257	.....	.....	.....	.....
1. Delaware	13.50	.....	.....	2. Delaware and Maryland	40.60	8.60	71,107
3. Junction and Breakwater	16.19	6.00	744,425	4. Newcastle and Frenchtown	5.00	5.00	150,000
5. Newcastle and Wilmington	5.00	5.00	.....	.....	.....	.....	.....
.....	159.59	103.80	\$2,517,789	Total attributed to Delaware	.....	.....	.....
.....	23.00	23.00	1,827,972	Add parts of road attributed to other St's.	.....	.....	.....
.....	182.59	126.60	\$4,845,761	.....	.....	.....	.....
11. MARYLAND.	80.00	.....	.....	1. Annapolis and Elkridge	20.50	20.50	\$442,500
2. Baltimore and Ohio (241 m. in W. Va.)	379.60	379.60	24,318,773	3. Baltimore and Potomac	7.20	7.20	1,650,000
Branches	30.00	30.00	.....	4. Cumberland Coal and Iron	10.40	10.40	560,000
Washington Line	2.50	2.50	.....	5. Cumberland and Pennsylvania	25.00	25.00	1,254,992
.....	31.60	6.50	.....	6. Eastern Shore	21.00	21.00	76,606
.....	21.00	21.00	.....	7. George's Creek	40.00	.....	660,000
.....	41.00	.....	.....	8. Maryland and Delaware	142.00	142.00	8,409,577
.....	80.00	40.00	.....	9. Metropolitan	120.00	120.00	816,000
.....	60.00	60.00	.....	10. Northern Central (102 miles in Pa.)	142.00	142.00	8,409,577
.....	631.40	405.30	.....	11. Western Maryland	120.00	120.00	4,570,712
.....	62.50	.....	.....	.....	.....	.....	.....
.....	709.90	467.80	\$25,580,273	Actual total in Maryland	709.90	467.80	\$25,580,273
12. WEST VIRGINIA.	103.50	103.50	\$5,683,753	1. Northwestern Virginia	241.00	241.00	15,425,788
Add parts of road attrib'd to other St's viz:	.....	.....	.....	Baltimore and Ohio	9.00	9.00	437,918
.....	.....	.....	.....	Hempfield	8.00	8.00	479,273
.....	.....	.....	.....	Pittsburg and Steubenville	.....	.....	.....
.....	.....	.....	.....	Actual total in West Virginia	361.50	361.60	\$16,342,979

Corporate Titles of Companies.	Mileage Total. Completed.	Cost of Road and Equipm't.	Corporate Titles of Companies.	Mileage Total. Completed.	Cost of Road and Equipm't.
13. KENTUCKY.					
1. Bardstown Branch	16.50	16.50	\$330,000	21. Dayton and Michigan	144.00
2. Breckenridge (Coal)	8.50	8.50	312,000	22. Dayton and Western	38.30
3. Covington and Lexington	80.00	80.00	4,019,993	23. Dayton, Xenia and Belpre	63.00
4. Henderson and Nashville	96.00	.....	1,000,000	24. Eaton and Hamilton	45.10
5. Lexington and Big Sandy	133.00	21.00	694,024	25. Four Mile Valley	34.00
6. Lexington and Southern Kentucky	35.00	13.00	765,500	26. Fremont, Lima and Union	118.00
7. Lexington and Frankfort	29.00	29.00	659,088	27. Greenville and Miami	32.00
8. Louisville and Frankfort	65.10	65.10	1,522,964	28. Iron	56.00
9. Louisville and Nashville (45 m. in Tenn.)	185.00	185.00	9,287,986	29. Little Miami	83.40
Memphis Branch	31.70	31.70		30. Marietta and Cincinnati	182.80
Lebanon Branch	37.60	37.60		Hillsboro' Branch	21.60
10. Maysville and Lexington	89.00	18.80	601,298	Dayton and Eastern Branch	42.00
11. Mobile and Ohio in Kentucky	58.50	20.50	1,462,400	31. Ohio & Mississippi (172 m. in Ind.)	192.80
12. New Orleans and Ohio (Paducah B'ch)	56.00	56.00	1,023,713	32. Ohio Valley (Cin. & Portsmouth)	120.00
13. Portland and Louisville (Horse)	5.00	5.00	100,000	33. Pittsburgh, Columbus and Cincinnati	117.80
				Cadiz Branch	8.00
Total attributed to Kentucky	925.90	587.70	\$28,778,916	34. Pittsburgh, Maysville and Cincinnati	225.00
Deduct parts of roads in Tennessee	45.00	46.00	1,730,295	35. Sandusky, Dayton and Cincinnati	154.00
				Findlay Branch	16.00
880.90	542.70	\$22,048,621	36. Sandusky, Mansfield and Newark	116.00	
Add parts of roads attrib'd to Tennessee	7.50	7.50	161,279	Huron Branch	10.00
				37. Scioto and Hocking Valley	130.00
Actual total in Kentucky	888.40	550.20	\$22,209,900	38. Springfield and Columbus	19.50
				39. Tiffin and Fort Wayne	102.70
14. MICHIGAN.					
1. Amboy, Lansing and Traverse Bay	192.00	80.00	\$1,250,000	40. Toledo and Wabash	242.40
2. Bay de Nocquet and Marquette	77.00	20.50	643,904		242.40
3. Chicago, Detroit & Canada G. Junc.	69.00	59.00	1,800,000		8,547,168
4. Detroit and Milwaukee	188.90	188.90	6,948,898		
5. Detroit, Monroe and Toledo	51.00	51.00	1,285,182		
6. Flint and Fentonville	17.00	.....		
7. Flint and Holly	.....	.....	
8. Flint and Pere Marquette	173.00	35.00	1,250,000		
9. Grand Rapids and Indiana	183.00	.....	406,956		
10. Marquette and Ontonagon	70.00	.....	700,000		
11. Michigan Central (52 m. in Ind. & 13 miles in Ill.)	284.80	284.80	18,805,576		
12. Michigan Southern and Northern Indiana (101 m. in Ind. and 12 m. in Ill.)	246.00	246.00			
Erie & Kalamazoo (12 m. (in Ohio)	30.00	30.00			
Goshen Air Line (63.60 m. (in Ohio)	123.60	123.60			
Det. Monroe & Tol. Junc. in Ohio)	7.00	7.00			
Jackson Branch	42.00	42.00	15,257,882		
St. Joseph Valley Line	8.00	8.00			
Constantine Branch	4.00	4.00			
Goshen Branch (in Ind.)	10.00	10.00			
Michigan City Branch (in Ind.)	14.00	14.00			
13. Port Huron and Milwaukee	89.80	.....	1,000,000		
Total attributed to Michigan	1,870.10	1,153.80	\$44,148,898		
Deduct parts of roads in other States	844.60	344.60	12,829,442		
Actual total in Michigan	1,425.50	809.20	\$31,318,956		
15. OHIO.					
1. Ashtabula and New Lisbon	84.62	.....	\$846,200		
2. Atlantic and Great Western	242.00	12,375,000			
3. Bellefontaine and Indiana	118.23	118.23	3,030,584		
4. Carrollton Branch	11.50	11.50	225,000		
5. Central Ohio	137.00	137.00	6,513,258		
6. Cincinnati, Hamilton and Dayton	60.30	60.30	8,429,879		
7. Cincinnati and Indiana	20.00	20.00	400,000		
8. Cin. & Indianap. Junc. (22.83 m. in Ind.)	99.10	42.00	1,050,000		
9. Cincinnati, Wilmington & Zanesville	162.80	132.80	6,250,841		
10. Cleveland, Columbus and Cincinnati	185.41	135.41			
Delaware Curve	5.79	5.79	4,953,893		
Springfield and Mt. Vernon Line	49.80	49.80			
11. Cleveland & Mahoning (Atl. & Gt. W't'n)	85.00	68.50	2,851,951		
12. Cleveland, Painesville and Ashtabula (25.50 m. in Pa.)	95.40	95.40	4,042,467		
Branch at Erie City (Pa.)	1.20	1.20			
13. Cleveland and Pittsburgh	101.00	101.00			
Tuscarawas Extension	32.00	32.00			
Hanover Branch	1.50	1.50	7,771,062		
Beaver Extension (14.95 m. in Pa.)	22.00	22.00			
Wheeling Extension	47.00	47.00			
14. Cleveland and Toledo	112.50	112.50	7,281,218		
Northern Division	61.50	51.50			
15. Cleveland, Zanesville and Cincinnati	114.10	61.39	1,574,693		
16. Clinton Line	55.30	.....	1,000,000		
17. Clinton Line Extension	94.30	103.00	1,986,000		
18. Columbus and Indianapolis	103.00	103.00	2,555,000		
Covington and Richmond Branch	20.00	20.00	500,000		
19. Columbus and Xenia	64.56	54.56	1,669,951		
20. Dayton and Cincinnati (Tunnel)	58.20	.....	2,000,000		
Total attributed to Indiana	1,878.07	1,472.07	\$35,015,977		
Deduct parts of roads in other States	47.50	47.50			
Actual total in Indiana	2,579.57	2,173.57	\$71,713,528		
17. ILLINOIS.					
1. Chicago and Alton	220.00	220.00	\$8,117,539		
Chicago Extension	20.00	20.00	1,000,000		
2. Chicago, Burlington and Quincy	188.00	188.00	7,984,818		
Lewiston Branch	30.00	30.00	500,000		
3. Chicago & Milwaukee (40 m. in Wisc.)	85.00	85.00	8,000,000		
4. Chicago & N. Western (177 m. in Wisc.)	243.00	243.00	12,886,872		
5. Chicago & Rock Island	181.80	181.80	7,069,728		
Fox River Valley	32.20	32.20	580,000		
7. Galena and Chicago Union	121.00	121.00			
Fulton and Iowa Line	105.50	105.50			
Fulton Extension	1.75	1.75			
Beloit Branch	21.00	21.00	9,420,622		
Elgin Branch	1.50	1.50			
St. Charles Air Line	10.50	10.50			

Corporate Titles of Companies.	Mileage	Cost of Road
	Total Completed.	and Equipm't.
8. Great Western	175.00	175.00
Meredcisia Branch	7.00	7.00
9. Illinois Central	308.75	308.75
Chicago Branch	252.20	252.20
Galena Branch	146.50	146.50
10. Illinois Coal	4.00	100,000
11. Illinois and Indiana Central	74.50	745,000
12. Iowa and Southern Illinois	26.00	400,000
13. Jacksonville, Peoria and Chicago	81.50	1,630,000
14. Joliet and Chicago	35.80	1,000,000
15. Logansport, Peoria and Burlington	123.00	4,200,000
16. Mound City	3.00	60,000
17. Northern Illinois	38.50	1,200,000
18. Ohio and Mississippi	148.00	4,870,586
19. Peoria and Bureau Valley	46.60	2,106,000
20. Peoria and Hannibal	129.00	1,290,000
21. Peoria and Oquawka	94.00	5,400,000
22. Quincy and Chicago	100.00	1,978,555
23. Quincy and Toledo	34.00	1,000,000
24. Rock Island Bridge	1.00	250,000
25. Rock Island and Peoria	71.00	220,000
26. St. Louis, Alton and Rock Island	120.00	1,200,000
27. St. Louis, Alton and Terre Haute	168.50	168.50
St. Louis Branch	25.00	25.00
Belleville Branch	14.80	14.80
28. St. Louis, Jacksonville and Chicago	185.00	20.00
29. Sterling and Rock Island	52.00	52.00
30. Syracuse and Cortland	5.00	75,000
31. Warsaw and Peoria	83.30	13.00
Total attributed to Illinois	3,764.20	3,145.40
Deduct parts of road in other States	217.00	217.00
	3,547.20	2,928.40
Add parts of roads attrib'd to other St's	151.75	151.70
	3,698.90	3,080.10
Actual total in Illinois	3,698.90	3,080.10

18. WISCONSIN.

1. Beloit and Madison	47.00	47.00	\$1,000,000
2. Fox Lake	2.08	2.08	15,000
3. Kenosha, Rockford and Rock Island (45.7 miles in Ill.)	74.00	74.00	2,500,000
4. La Crosse and Milwaukee, E. Division	95.00	95.00	3,000,000
5. La Crosse, Viroqua and Mineral Point	90.00	.....	.....
6. Manitowoc and Mississippi	220.00	7.50	500,000
7. Milwaukee and Beloit	43.00	.....	425,000
8. Milwaukee and Prairie du Chien	191.90	191.90	.....
Janesville Branch	8.70	8.70	7,500,000
Southern Line	33.80	33.80	.....
9. Milwaukee and St. Paul	105.00	105.00	.....
Columbus to Portage	28.00	.....	.....
Milwaukee and Western	71.00	71.00	8,144,138
Milwaukee and Horicon	42.00	42.00	.....
Ripon and Wolf River	16.00	16.00	.....
10. Mineral Point	32.00	32.00	1,000,000
11. Racine and Mississippi (35 m. in Ill.)	104.00	104.00	3,802,016
12. St. Croix and Lake Superior	242.00	.....	.....
13. Sheboygan and Fond du Lac	63.00	20.00	457,292
14. Sugar River Valley	35.60	.....	.....
Total attributed to Wisconsin	1,543.98	849.98	\$28,853,486
Deduct parts of roads in other States	80.70	80.70	3,250,000
	1,463.28	769.28	\$25,108,436
Add parts of road attrib'd to other States	217.00	217.00	9,341,797
Actual total in Wisconsin	1,680.28	986.28	\$34,445,233

19. MINNESOTA.

1. Minneapolis, Faribault & Cedar Valley	112.00	.....	\$1,000,000
2. Minnesota Southern	180.00	10.00	500,000
3. Root River Valley	79.00	.....	200,000
4. St. Paul and Duluth	171.00	.....	.....
5. St. Paul and Pacific	222.00	30.00	2,000,000
Pembina Branch	400.00	.....	.....
6. St. Paul and Winona	.....	.....	.....
7. Winona and St. Peter	268.00	30.00	1,500,000
8. Winona and La Crosse	28.00	.....	.....
Actual total in Minnesota	1,460.00	70.00	\$5,200,000

20. IOWA.

1. Burlington and Missouri	276.50	75.50	\$1,514,257
2. Cedar Rapids and Missouri	240.00	69.00	2,100,000
3. Chicago, Iowa and Nebraska	82.00	82.00	2,800,000
4. Dubuque and Sioux City	320.00	101.00	3,151,795

Corporate Titles of Companies.	Mileage	Cost of Road
	Total Completed.	and Equipm't.
5. Dubuque, Marion and Western	90.00	54.00
6. Iowa Central Air Line	438.00	.....
7. Keokuk, Ft. Des Moines & Minnesota	139.00	92.00
8. Keokuk, Mt. Pleasant and Muscatine	68.50	25.20
9. Mahaska County	.....	12.00
10. McGregor Western	.....	12.00
11. Mississippi and Missouri	312.00	169.00
Muscatine and Oskaloosa Line	113.00	52.60
Actual total in Iowa	2,256.80	872.30

21. MISSOURI.

1. Cairo and Fulton	76.79	37.00	\$1,213,497
2. Chariton and Randolph	40.00	40.00	400,000
3. Cameron and Kansas City	36.00	36.00	360,000
4. Hannibal and St. Joseph	206.80	206.80	12,392,003
5. Missouri River Valley	.....	.....	.....
6. North Missouri	236.75	168.80	6,903,762
7. Pacific of Missouri	282.00	196.00	11,825,287
South Western Branch	283.00	77.50	4,892,669
8. Platte County	150.40	52.00	2,000,000
9. Quincy and Palmyra	10.50	10.50	250,000
10. St. Louis and Iron Mountain	86.50	86.50	5,675,661
Potosi Branch	3.65	3.65	.....
Actual total in Missouri	1,412.39	914.75	\$45,912,879

22. KANSAS.

1. Union Pacific—Eastern Division	360.00	40.00	\$1,000,000
23. CALIFORNIA.	.....	.....	.....
1. California (Pacific) Central	43.80	43.80	\$2,000,000
2. California Northern	186.00	.....	.....
3. Placerville and Sacramento City	28.68	.....	.....
4. Sacramento Valley	22.50	22.50	1,750,000
5. San Francisco and Sacramento City	58.00	.....	580,000
6. San Francisco and San Jose	50.00	50.00	1,250,000
7. Western Pacific	120.00	.....	.....
8. Las Mariposas (Fremont's)	3.75	3.75	200,000
Actual total in California	512.73	120.05	\$5,780,000

24. OREGON.

1. Cascade Transit	6.00	6.00	\$200,000
2. Dallas and Deschutes	13.50	13.50	500,000
Actual total in Oregon	19.50	19.50	\$700,000

25. VIRGINIA.

1. Alexandria, Loudoun and Hampshire	160.00	41.51	\$1,533,038
2. Alexandria and Washington	.....	6.00	120,000
3. Blue Ridge (State road)	.....	16.81	1,604,761
4. Clover Hill (coal)	.....	18.50	185,000
5. Covington and Ohio	.....	224.00	1,905,644
6. Fredericksburg and Gordonsville	.....	45.00	221,572
7. Manassas Gap	139.30	77.77	.....
Port Royal Branch	1.00	1.00	.....
Gainesville Branch	7.36	7.96	3,153,228
Harper's Ferry Branch	44.12	.....	.....
8. Norfolk and Petersburg	.....	80.00	2,129,029
9. Orange and Alexandria	.....	88.30	88.30
Warrenton Branch	8.90	8.90	6,421,798
Lynchburg Extension	59.50	59.50	.....
10. Petersburg (8.22 miles in N. Carolina)	62.00	62.00	1,259,854
Gaston Branch (8.97 m. in N. C.)	18.00	18.00	.....
11. Richmond and Danville	140.50	140.50	.....
Midlothian Branch	1.14	1.14	3,726,087
Manchester Branch	1.55	1.55	.....
12. Richmond, Frederick and Potomac	75.00	75.00	1,985,579
Springfield Branch	3.50	3.50	.....
13. Richmond and Petersburg	22.14	22.14	1,222,523
Port Walthall Branch	2.75	2.75	.....
14. Richmond and York River	38.30	23.66	725,394
15. Roanoke Valley (18.88 m. in N. Car.)	22.00	22.00	476,612
16. Seaboard & Roanoke (16.77 m. in N.C.)	80.00	80.00	1,469,246
17. South Side (Petersburg & Lynchburg)	123.00	123.00	4,239,537
City Point Branch	9.00	9.00	.....
18. Virginia Central	189.19	189.19	5,493,950
19. Virginia and Kentucky	130.00	.....	105,601
20. Virginia and Tennessee	204.24	204.24	7,480,835
Salt Works Branch	9.42	9.42	.....
Other Branches	1.20	1.20	.....
21. Winchester and Potomac	32.00	32.00	575,830
Actual total in Virginia	2,016.48	1,378.70	\$45,101,849

Total attributed to Virginia	2,064.32	1,426.54	\$45,985,068
Deduct parts of roads in other States	47.84	47.84	883,219
Actual total in Virginia	2,016.48	1,378.70	\$45,101,849

Corporate Titles of Companies.	Mileage Total.	Cost of Road Completed. and Equipm't.	Corporate Titles of Companies.	Mileage Total.	Cost of Road Completed. and Equipm't.
26. NORTH CAROLINA.			30. GEORGIA.		
1. Atlantic and North Carolina	94.92	94.92	1. Atlanta and West Point	86.74	86.74
2. North Carolina	223.00	223.00	2. Augusta and Savannah	53.00	53.00
3. Raleigh and Gaston	97.00	97.00	3. Barnesville and Thomaston	16.00	16.00
4. Western (coal)	41.50	41.50	4. Brunswick and Florida	67.20	43.50
5. Western North Carolina	278.12	81.00	5. Central of Georgia	190.72	190.72
Newton Branch	3.00	3.00	6. Etowah	8.87	8.87
6. Wilmington, Charlotte & Rutherford's n.	262.00	112.00	7. Georgia	171.00	171.00
7. Wilmington and Manchester (99 miles in S. Carolina)	161.50	161.50	Athens Branch	39.00	39.00
8. Wilmington and Weldon	161.50	161.50	Warrenton Branch	4.00	4.00
Tarboro' Branch	15.00	15.00	Washington Branch	18.00	18.00
9. Piedmont (Greensboro' to Danville) .....	....	....	8. Macon and Brunswick	174.00	37.50
Total attributed to North Carolina	1,832.54	990.42	9. Macon and Western	102.00	102.00
Deduct parts of road in other States	99.00	99.00	10. Main Trunk (Atlantic and Gulf)	163.50	109.69
1,233.54	891.42	\$17,269,793	11. Milledgeville and Eatonton	22.00	22.00
Add parts of road attributed to other St's	86.88	53.88	12. Milledgeville and Gordon	17.00	17.00
Actual total in North Carolina	1,820.42	945.80	13. Muscogee	50.00	50.00
27. SOUTH CAROLINA.			14. Rome and Kingston	20.00	20.00
1. Blue Ridge	53.50	31.50	15. Savannah, Albany and Gulf	68.13	68.13
Branch	1.50	1.50	16. South Western	106.10	106.10
2. Charleston & Savannah (15 m. in Ga.)	103.32	103.32	Butler Branch	22.00	22.00
3. Charlotte and South Carolina (6.04 m. in North Carolina)	109.60	109.60	Eufala Branch	59.08	59.08
4. Cherew and Darlington	40.30	40.30	Fort Gaines Branch	21.89	21.89
5. Cherew and Coal Fields (33 m. in N.C.)	57.00	....	17. Western and Atlantic (13 m. in Tenn.)	130.00	138.00
6. Greenville and Columbia	143.25	143.25	Total attributed to Georgia	1,618.23	1,404.22
Abbeville Branch	11.50	11.50	Deduct parts of road in other States	18.00	13.00
Anderson Branch	9.50	9.50	1,605.23	1,391.22	
7. King's Mountain	22.50	22.50	Add parts of road attrib'd to other States	30.00	30.06
8. Laurens	32.00	32.00	Actual total in Georgia	1,635.23	1,421.22
9. North Eastern	102.00	102.00	29,036,302		
10. South Carolina	136.00	136.00	31. FLORIDA.		
Columbia Branch	68.00	68.00	1. Florida	154.20	154.20
Camden Branch	38.00	38.00	2. Florida and Alabama	45.10	45.10
11. Spartanburg and Union	67.00	40.00	3. Florida, Atlantic and Gulf Central	59.30	59.30
Total attributed to South Carolina	994.97	910.97	4. Pensacola and Georgia	297.00	112.00
Deduct parts of road in other States	54.04	21.04	Monticello Branch	3.90	3.90
940.33	889.93	\$20,231,856	5. Perdido and Junction	6.00	6.00
Add parts of roads attributed to other St's	99.00	99.00	6. Tallahassee	21.00	21.00
Actual total in South Carolina	1,039.93	988.93	32. LOUISIANA.		
28. ALABAMA.			1. Baton-Rouge, Gross-Tete & Opelousas	46.00	17.00
1. Alabama and Florida	115.60	115.60	2. Clinton and Port Hudson	22.00	22.00
2. Alabama and Tennessee Rivers	167.40	109.80	3. Mexican Gulf	27.00	27.00
3. Alabama and Mississippi	88.30	88.30	4. Milledgeville and Lake Pontchartrain	6.00	6.00
4. Marion and Cahawba	14.00	14.00	5. New Orleans and Carrollton	6.50	6.50
5. Mobile and Girard	228.30	57.80	Branches	8.50	8.50
6. Mobile and Great Northern	67.30	49.16	6. N. Orleans, Opelousas and Gt. Western	258.00	80.00
7. Mobile and Ohio (in Alabama)	63.00	63.00	Houston Line	161.00	....
8. Montgomery and West Point	83.50	88.50	7. New Orleans, Jackson and Great Northern	411.00	207.00
Opelika Branch	28.40	28.40	8. Vicksburg, Shreveport and Texas	189.00	53.75
9. North East and South West	209.50	....	9. West Feliciana	26.00	26.00
10. Selma and Gulf	58.80	....	Total attributed to Louisiana	1,161.00	452.75
11. Tennessee and Alabama Central	26.10	26.10	Deduct part of road in Mississippi	323.00	118.00
12. Tennessee and Coosa	36.50	....	Actual total in Louisiana	888.00	334.75
13. Wills' Valley	82.00	....	\$18,639,219		
Total attributed to Alabama	1,273.70	640.16	33. TEXAS.		
Add part of road attributed to Tennessee	161.00	161.00	1. Buffalo Bayou, Brazos and Colorado	160.00	32.00
Actual total in Alabama	1,434.70	891.16	2. Eastern Texas	140.00	21.00
29. MISSISSIPPI.			3. Galveston, Houston and Henderson	240.00	72.00
1. Grand Gulf and Port Gibson	8.00	8.00	4. Houston and New Orleans	96.00	96.00
2. Mississippi Central (47.40 m. in Tenn.)	236.00	6,318,792	5. Houston Tap and Brazoria	80.00	80.00
3. Mississippi and Tenn. (9.78 m. in Tenn.)	99.20	99.20	6. Houston and Texas Central	356.00	78.00
4. Mobile and Ohio (in Mississippi)	270.00	270.00	Austin Branch	120.00	20.00
Columbus Branch	14.50	14.50	7. Memphis, El Paso and Pacific	225.00	....
5. Raymond	7.00	7.00	8. Sabine and Rio Grande	452.00	....
6. Southern Mississippi	143.60	143.60	9. San Antonio and Mexican Gulf	135.00	25.00
Total attributed to Mississippi	778.30	778.30	10. Southern Pacific	788.00	27.50
Deduct parts of road in other States	57.18	57.18	Actual total in Texas	2,787.00	451.50
721.12	721.12	\$18,652,216	34. ARKANSAS.		
Add parts of road attributed to other St's	351.00	146.00	1. Cairo and Fulton	301.00	....
Actual total in Mississippi	1,072.12	867.12	2. Little Rock and Fort Smith	155.00	....
		\$24,234,188	3. Little Rock and Napoleon	99.83	....
			4. Memphis and Little Rock	146.00	38.50
			Actual total in Arkansas	701.83	38.50
			\$2,800,000		

Corporate Titles of Companies.	Mileage Total. Completed.	Cost of Road and Equipm't.
35. TENNESSEE.		
1. Central Southern.....	47.58	\$1,079,572
2. Cleveland and Chattanooga.....	30.00	867,210
3. East Tennessee and Georgia.....	110.80	3,637,367
4. East Tennessee and Virginia.....	130.28	2,866,297
5. Edgefield and Kentucky.....	46.70	1,289,771
6. Knoxville and Kentucky.....	63.00	630,000
7. Memphis and Charleston (28 miles in Miss. and 157 miles in Ala.).....	271.56	271.56
Somerville Branch.....	15.40	15.40
Florence Branch (in Ala.).....	4.00	4.00
8. Memphis and Ohio.....	130.60	2,612,019
9. Memphis, Clarksville and Louisville.....	56.80	1,592,518
10. McMinnville and Manchester.....	34.20	590,623
11. Mobile and Ohio (in Tennessee).....	118.50	2,957,599
12. Nashville and Chattanooga.....	149.75	3,682,882
Shelbyville Branch.....	9.00	9.00
13. Nashv. and N. Western (7.5 m. in Ky.).....	175.00	5,269,879
14. Rogersville and Jefferson.....	14.00	140,000
15. Tennessee and Alabama.....	57.52	1,185,053
16. Winchester and Alabama.....	38.12	629,662
Total attributed to Tennessee.....	1,502.81	1,414.10
Deduct parts of road in other States	211.51	211.51
	1,291.30	1,202.59
Add parts of road attributed to other St's.	102.18	102.18
Actual total in Tennessee	1,398.48	1,304.77
		\$33,545,511

INTEREST AND DIVIDENDS.

The Cleveland, Painesville and Ashtabula (Lake Shore) Road has declared a cash dividend of 5 per cent, and a scrip dividend of 11 per cent, payable 2d of January; and the Cleveland Columbus and Cincinnati Road a cash dividend of 5 per cent, and scrip dividend of 20 per cent., payable 1st of February. These scrip dividends represent the surplus of previous years, invested in the permanent property of the roads. In the case of the Cleveland, Columbus and Cincinnati, the scrip of 20 per cent. raises the capital to the limit of the charter of \$6,000,000.

The Dubuque and Sioux City Railroad Company have declared a semi-annual dividend of 3½ per cent on the preferred stock payable to the Eastern Stockholders at the Banking House of Messrs. Schuchardt & Gebhard, No. 21 Nassau-st. New York, and to the Dubuque Stockholders, only at the Treasurer's office in Dubuque.

A dividend of 2½ per cent. on the preferred stock of the Elmira and Williamsport Railroad Company will be paid at the office of the Pennsylvania Railroad Company Philadelphia, on and after January 2, 1864.

The Metropolitan Railroad has declared a dividend of 3 per cent. free of Government tax, payable Jan. 6 to stockholders of 30th ult.

The New Bedford and Taunton Railroad Company have declared a dividend of 3 per cent. payable Jan. 2.

The Salem and South Danvers Railroad Company an interest dividend of 6 per cent to Nov. 1.

The Terre Haute and Richmond Railroad Company will pay, 2d January, at the office of the Farmers' Loan and Trust Company, a dividend of 7 per cent., free of tax.

The coupons on the first mortgage bonds of the Dubuque and Sioux City Railroad Company due Jan. 1, will be paid at the office of Schuchardt & Gebhard, 21 Nassau-st.

The Worcester and Nashua Railroad Company have declared a dividend of \$1.50 per share, payable Jan. 1.

RECAPITULATION
Showing the actual mileage and cost of the railroads in the Loyal States and the States in rebellion respectively at the commencement of 1864:

	Mileage Total. Completed.	Cost of Road and Equipm't.
Loyal States.....	34,807.04	24,926.93
Rebel States.....	14,825.19	8,933.45
Grand Total 1st January, 1864.....	49,632.23	33,860.38
" " " " 1863.....	49,136.48	32,470.95
Increase during year.....	495.75	1,339.43
		\$41,730,544

PROGRESS OF RAILROADS.

A table showing the mileage of railroads in operation near the 1st January yearly.

Years.	Miles.	Years.	Miles.	Years.	Miles.	Years.	Miles.
1826.....	3	1836.....	1,102	1846.....	4,870	1856.....	19,251
1827.....	3	1837.....	1,421	1847.....	5,336	1857.....	22,625
1828.....	3	1838.....	1,843	1848.....	5,682	1858.....	25,090
1829.....	28	1839.....	1,920	1849.....	6,350	1859.....	26,755
1830.....	41	1840.....	2,197	1850.....	7,475	1860.....	28,771
1831.....	54	1841.....	3,319	1851.....	8,589	1861.....	30,593
1832.....	131	1842.....	3,877	1852.....	11,027	1862.....	31,769
1833.....	576	1843.....	4,174	1853.....	13,497	1863.....	32,471
1834.....	762	1844.....	4,311	1854.....	15,672	1864.....	33,960
	918	1845.....	4,522	1855.....	17,398		

The July coupon of the first Mortgage Bonds (extended) of the Northern Railroad, New York, will be paid, less Government tax, Jan. 1, at 53 Washington street Boston.

The coupons on the Bonds of the State of Missouri, issued to the Hannibal and St. Joseph Railroad Company, which mature January 1, will be paid at the Bank of Commerce in this City.

George T. M. Davis, No 47 Exchange place, will pay on and after the 1st of January, interest of the First Mortgage Bonds of the St. Paul and Pacific Railroad Company. The Government tax is paid by the Company.

The coupons of the Evansville and Crawfordsville Railroad Company (formerly the Evansville and Illinois Railroad Co.) due on the 1st January, 1864, will be paid at the office of the Farmers' Loan and Trust Company 56 Wall st.

The Paterson and Ramapo Railroad Company will pay, 2d January, a dividend of 3½ per cent., at the office of Stimson, Fronk & Co. 44 Exchange Place; and the Paterson and Hudson River Railroad Company will pay, 2d January a dividend of 4½ per cent., at the same office.

The Brooklyn City and Newton Company will pay, 2d January, the interest coupons of their mortgage bonds.

Coupons of the first mortgage bonds of the Joliet and Chicago Railroad Company, due January 1, 1864, and coupons of the first mortgage preferred bonds of the Dubuque and South-western Railroad Company, due January 1, 1864, will be paid by M. K. Jesup & Co., No. 59 Exchange Place, on and after January 2, 1864, less the Government tax of 3 per cent.

The coupons on the bonds of the Chicago and Alton Railroad Company, due Jan. 1, will be paid by G. S. Robbins & Son, 54 William street.

Interest on bonds of the Grand Rapids and Indiana Railroad, due January 1, 1864, payable in New York, will be paid in current funds, at the office of King, Sutton & Co., 62 William street.

The coupons of the income bonds of the Mississippi and Missouri Railroad Company, due Jan. 1,

1864, will be paid, on presentation at the Corn Exchange Bank.

The coupons of the first mortgage bonds, series A, of the St. Louis, Alton and Terre Haute Railroad Co., due Jan. 1, will be paid at the Bank of North America.

The coupons of the Cleveland and Pittsburgh Railroad Company will, after Jan. 1, 1864, be paid at the Ocean Bank in this city.

The coupons of the first mortgage bonds of the Allegheny Valley Railroad Company, due January 1st, 1864, will be paid to the bondholders residing in Philadelphia, on presentation at the office, 309 Walnut street.

The Athens County, Ohio, coupons, due 1st prox., will be paid less 3 per cent. Government tax, by William Hoge & Co., No. 58 Wall-st.

The interest on the bonds issued by the State of Michigan, due in New York on the 1st day of January, 1864, will be paid at the Metropolitan Bank in that City.

The interest due on the Mortgage Bonds of the Western Maryland Railroad Company will be paid at the banking house of Wainwright & Co., Baltimore.

The interest due 1st January on the bonds of the city of Portsmouth, Ohio, and on the bonds of the county of Scioto Ohio will be paid by Thompson Brothers, 2 Wall street.

The interest coupons on the bonds of Belmont County, Ohio, due January 1, and the bonds of said county maturing at the same time, will be paid on presentation at the Nassau Bank.

The coupons of the eight per cent loan of the State of Minnesota, due Jan. 1, will be paid at the office of M. P. Myers & Co., No. 6 Broad street.

The holders of the Dayton and Michigan Railroad Company's Mortgage Bonds, are notified that the interest coupons falling due on the first day of January, 1864, and signed Preserved Smith, Secretary, will be paid at the Bank of America, and the coupons of said mortgage bonds maturing on the first day of January, 1864, and signed J. G. Telford, President, will be paid on presentation at the office of Winslow, Lanier & Co.

RAILROAD EARNINGS—MONTHLY.

Buffalo, New York and Erie:	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1861	36,633	37,426	49,194	58,881	56,174	45,903	46,417	43,516	51,212	72,432	73,409	78,783	657,070
1862	67,862	56,876	75,265	74,056	67,589	62,167	59,523	51,429	74,084	83,324	84,322	91,398	850,845
Chicago, Burlington and Quincy:													
1860	104,802	111,889	159,183	175,465	229,081	163,813	154,723	230,022	225,896	241,964	155,566	117,607	2,075,309
1861	149,088	115,525	158,007	131,814	169,100	149,186	169,466	188,478	224,226	226,086	210,494	179,625	2,070,906
1862	187,772	110,054	151,170	159,056	182,586	225,082	230,211	212,812	270,816	304,943	252,934	229,789	2,557,224
1863	242,729	204,537	260,209	306,697	329,000	-----	-----	-----	-----	-----	-----	-----	-----
Chicago and Alton:													
1860	55,734	55,123	74,690	63,995	86,211	76,426	81,453	103,635	94,928	107,758	73,751	64,937	638,641
1861	81,531	75,621	75,861	65,355	75,250	63,761	73,474	136,897	141,174	122,487	104,264	80,296	1,098,464
1862	73,189	98,591	110,985	72,196	81,994	90,025	95,096	128,191	182,639	119,409	115,201	111,956	1,225,001
1863	96,306	107,443	106,518	127,205	140,107	154,617	162,226	167,966	188,989	185,591	-----	-----	-----
Chicago and Rock Island													
1859	60,058	55,497	68,116	71,792	75,578	72,392	67,076	87,233	120,053	128,090	100,440	82,252	984,577
1860	72,834	66,708	77,408	89,170	104,272	100,403	82,895	139,049	124,500	145,839	92,873	75,457	1,181,003
1861	83,030	63,975	77,007	76,609	102,183	96,621	88,410	130,542	154,084	152,587	123,819	118,753	1,261,060
1862	120,776	90,607	75,076	76,459	102,383	138,373	119,947	117,056	146,268	161,508	138,706	135,596	1,423,488
1863	140,024	130,225	122,612	127,607	144,995	171,766	159,383	161,965	209,381	208,559	191,789	-----	-----
Chicago and Northwestern:													
1859	18,589	19,555	22,970	25,881	28,291	23,066	24,326	28,588	51,840	55,881	55,003	42,101	400,459
1860	32,192	33,408	46,346	48,919	62,392	45,985	38,500	49,571	80,819	108,737	74,331	53,554	675,754
1861	48,325	48,651	59,920	60,410	84,891	82,229	76,897	60,527	87,167	105,146	81,296	55,199	886,658
1862	46,605	49,108	59,249	54,725	84,706	104,815	71,306	104,094	124,737	108,956	90,991	994,677	-----
1863	69,691	81,160	92,483	100,904	107,866	124,283	116,861	106,491	172,072	210,476	158,388	-----	-----
Cleveland, Columbus and Cincinnati:													
1859	73,072	72,739	91,520	80,026	82,835	83,397	76,759	92,652	97,614	92,073	90,568	84,926	1,018,900
1860	69,287	70,724	88,965	79,701	85,990	84,956	94,820	118,539	119,487	107,672	86,879	71,402	1,078,422
1861	73,913	67,610	83,392	95,081	96,435	89,028	82,990	106,538	120,793	126,050	140,561	164,916	1,256,004
1862	135,860	110,836	103,352	115,115	113,854	123,466	131,423	173,152	192,174	172,381	166,178	180,063	1,716,343
1863	166,687	152,435	156,000	185,000	-----	-----	-----	-----	-----	-----	-----	-----	-----
Cleveland and Toledo:													
1859	50,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	70,673	76,304	82,220	780,236
1860	78,170	67,210	86,260	76,032	65,907	56,086	55,578	84,603	94,406	82,467	82,400	88,499	-----
1861	85,239	76,918	85,663	90,324	65,302	63,137	62,289	60,286	84,640	98,528	88,401	106,253	955,959
1862	106,263	88,468	103,175	87,915	69,716	71,716	75,588	102,176	112,507	117,284	164,876	1,167,544	-----
1863	145,916	146,889	165,780	121,278	100,285	91,308	102,130	132,130	140,013	-----	-----	-----	-----
Erie:													
1858	376,357	328,047	461,495	557,985	473,366	384,379	283,322	389,373	375,250	455,228	436,899	392,293	5,014,992
1859	304,708	319,593	372,296	380,343	349,953	330,657	361,519	359,114	455,235	536,608	414,764	4,651,049	-----
1860	354,000	345,000	483,311	457,161	383,409	319,955	477,042	600,124	587,242	611,448	412,723	5,235,424	-----
1861	404,507	391,932	458,560	506,610	430,063	372,705	419,010	518,948	719,354	734,108	714,211	6,214,182	-----
1862	699,097	601,595	688,006	626,070	587,416	565,024	756,421	886,136	902,06	963,359	840,334	-----	-----
1863	835,453	829,734	946,041	938,453	838,867	700,868	721,889	878,959	814,828	955,371	1,026,065	-----	-----
Galena and Chicago:													
1859	62,421	66,943	92,921	88,708	122,008	110,856	88,527	119,280	208,808	195,934	123,907	89,344	1,369,441
1860	60,653	62,698	80,793	93,254	115,505	93,449	80,705	166,541	191,628	252,108	142,658	94,860	1,462,762
1861	97,253	76,859	101,600	103,795	105,707	162,823	145,389	150,359	200,276	221,326	172,700	122,300	1,720,386
1862	109,867	105,424	74,346	90,180	158,194	226,048	190,456	129,019	183,370	203,575	159,530	143,532	1,777,541
1863	132,517	121,161	122,226	136,601	172,343	212,946	143,517	169,794	267,629	284,808	219,886	-----	-----
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,803	155,164	156,073	170,157	157,443	232,073	1,933,434
1860	212,714	209,422	161,047	134,606	156,231	129,996	140,860	167,220	180,000	193,951	169,549	220,370	2,076,822
1861	223,157	206,343	167,560	139,751	150,808	122,683	114,804	135,299	146,424	173,261	197,762	246,283	2,023,537
1862	307,530	281,568	308,963	202,346	192,442	151,427	159,769	198,442	212,118	229,911	270,083	403,571	2,022,970
1863	458,953	425,047	366,802	270,670	241,771	202,392	190,364	219,561	268,100	302,174	295,750	-----	-----
Illinois Central:													
1859	132,936	134,311	154,690	153,614	144,894	149,592	139,102	181,612	246,820	245,392	250,742	192,322	2,126,066
1860	185,257	185,926	209,944	183,753	219,890	188,060	183,931	248,971	259,643	321,059	243,163	225,196	2,664,548
1861	321,844	279,268	229,384	192,064	199,488	177,829	189,230	268,983	288,824	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	226,292	261,079	352,788	414,543	410,336	372,593	359,463	3,446,827
1863	267,061	269,198	266,773	267,645	314,166	397,729	331,452	459,266	466,919	468,766	414,399	395,399	-----
La Crosse and Milwaukee:													
1860	32,884	30,070	44,269	50,532	69,624	50,780	35,426	52,570	88,847	147,192	95,816	50,866	756,476
1861	53,898	45,089	52,159	67,245	113,472	108,003	84,287	76,319	112,485	171,063	116,938	69,276	1,070,822
1862	61,055	54,786	43,912	48,766	125,999	111,766	91,459	68,673	137,187	104,809	122,272	61,835	1,163,734
1863	73,063	66,686	56,171	107,754	147,499	-----	-----	-----	-----	158,417	205,064	138,342	-----
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,405	196,495	152,172	1,754,819
1860	131,467	110,749	160,311	165,741	158,510	123,085	128,393	135,540	251,423	300,474	196,182	129,022	2,068,986
1861	140,925	116,934	153,170	186,951	170,362	161,391	126,558	178,773	235,690	278,181	281,265	189,077	-----
1862	163,182	163,728	157,500	193,200	200,826	181,983	180,915	226,319	276,109	305,284	278,639	2,647,583	-----
1863	2												

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (?) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.				Description.	Amount.	Interest.					
		When payable.	Where payable.	Due.	Price.			When payable.	Where payable.	Due.	Price.		
Alabama and Florida:													
Mortgage	4200,000	7		1867	—	Chicago and Rock Island:	1,397,000	7	Jan. & July.	New York.	1870	109	
Convert. (guar. by Dir.)	150,000	7		1863	—	Chicago and Northwestern:	1,250,000	7	Feb. & Aug.	New York.	1886	106	
Alabama and Tenn. Rivers:						Preferred Sinking Fund	3,600,000	7	" "	"	1885	92	
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	General 1st Mortgage	756,000	7	May & Nov.	"	1883	96	
2d Mortgage	225,705	8		1864	—	Bonds issued for coupons of do.	2,000,000	6	" "	"	1890	76	
Albany, Vt. and Canada:						2d Mortgage	184,000	7	Feb. & Aug.	"	1885	99	
1st Mortgage	600,000	7	March & Sept.	New York.	1857	Appleton Extension Bonds	300,000	7	" "	"	1885	96	
Albany and West Stockbridge:						Green Bay Extension Bonds	245,000	8	Jan. & July.	"	1885	96	
Albany City (S. F.)	1,000,000	6	Jan. & July.	Boston.	1855-76	Flagg Trust Bonds	—						
Androscoggin and Kennebec:						Chicago, Hamilton and Dayton:	884,000	7	Jan. & July.	New York.	1867	110	
Million Dollar Loan	192,100	6	June & Dec.	Portland	181-64	1st Mortgage	950,000	7	May & Nov.	"	1880	110	
\$1,100,000 Loan	504,600	6	"	or	1890	2d Mortgage	1,200,000	7	Jan. & July.	New York.	1869	—	
Stock, convert. (Coupon)	710,000	6		Waterer.	1853-66	3d Mortgage	574,000	7	Feb. & Aug.	"	—		
Atlantic and Great Western:						Income	158,000	7					
Penn. Division, 1st Mortgage	2,500,000	7	Oct. & April.	New York.	1877	Tunnel Right	250,500	7					
Ohio " 1st Mortgage	4,000,000	7	" "	"	1875	Cleveland and Mahoning:	1,000,000	7					
N. York " 1st Mortgage	1,000,000	7	" "	"	1879	1st Mortgage	860,000	7	Feb. & Aug.	New York.	1873	105	
Atlantic and St. Lawrence:						2d Mortgage	244,200	7	March & Sept.	"	1864	100	
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	3d Mortgage	658,200	8	" "	"	1876	—	
Sterling Bonds (Coupon)	484,000	6	Nov. & May.	London.	1878	Olev., Painesville and Ashtabula:	228,000	7	Feb. & Aug.	New York.	1862	92	
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P.&B.	1853-70	2d Mortgage	500,000	7	" "	"	1878	121	
Baltimore and Ohio:						Dividend Mortgage	900,000	7					
Maryland Sterling Bds of 1853.	3,000,000	5	Ja. Ap. Ju.Oc.	London.	1858	Cleveland and Pittsburg:	800,000	7	Feb. & Aug.	New York.	1860	102	
Mortgage Coupon	1853-5	2,500,000	6	April & Oct.	Baltimore.	1858	1st Mortgage (Main Line)	1,189,000	7	March & Sept.	"	1873	105
" " "	700,000	6	J. n. & July.	"	1880	2d Mort. (M. L.) or 1st Extension	1,168,000	7	" "	"	1875	102	
" " "	1855	1,128,500	6	Jan. & July.	"	3d Mort. (M. L.) or 2d Extension	1,069,028	6	" "	"	1886	36	
" " "	1,000,000	6	Ja. Ap. Ju.Oc.	"	4th Mort. (M. L.) or 3d Extension	20,000	7				1887	—	
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	River Line bonds	—							
Bellefontaine and Indiana:						Olev., Columbus and Cln.:	509,000	7	Jan. & July.	New York.	64-90	—	
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1866	1st Mortgage, Coupon	—						
2d Mortgage	184,000	7	" "	"	Cleveland and Toledo:	234,000	7	April & Oct.	New York.	1867	101		
Belvidere Delaware:					1st Mortgage 1st Div.	164,000	7	June & Dec.	"	1872	101		
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	1st Mortgage 2d Div.	439,000	7	Feb. & Aug.	"	1863	75	
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1886	Tol. Nor. and Clev. 1st Mort.	176,500	7	" "	"	1863	75	
3d Mortgage (do.)	859,500	6	Feb. & Aug.	"	2d Mort. (M. L.) or 2d Mort.	85,150	7	March & Sept.	"	1863	75		
Boston Concord and Montreal:					C. and T. Income Mortgage	119,000	7	Jan. & July.	"	1864	—		
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	C. and T. Income (convertible)	169,000	7	" "	"	1864	—	
1st Mortgage	300,000	7	" "	New York.	1865	C. and T. Income (convertible)	126,410	7	April & Oct.	New York.	1856	70	
2d Mortgage	100,000	6	Jan. & July.	Boston.	1870	C. and T. Income (convertible)	25,000	7	March & Sept.	"	1870	—	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	C. and T. (S. F.) Mortgage	2,677,000	7	Jan. & July.	"	1885	110	
Sinking Fund	200,000	6	" "	Boston.	1889	Columbus and Xenia:	74,900	—	June & Dec.	New York.	var.	—	
Boston and Lowell:						Connecticut River:	250,000	6	March & Sept.	Boston.	1878	104	
Mortgage	440,000	6	Jan. & July.	Boston.	1873	Connecticut and Passump. Rivers:	800,000	6	June & Dec.	Boston.	1878	100	
Buffalo, New York and Erie:						1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	—	
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	2d Mortgage	109,500	8	" "	"	1904	—	
2d Mortgage coupon	426,714	7	May & Nov.	"	Dayton and Michigan:	300,000	8	Jan. & July.	New York.	1867	101		
Buffalo and State Line:					1st Mortgage	2,503,000	8	" "	"	1881	100		
1st Mortgage	500,000	7	April & Oct.	New York.	1866	2d Mortgage	—						
Income \$ in '93, \$ in '72	200,000	7	Jan. & July.	"	Dayton and Western:	239,000	7	March & Sept.	New York.	1882	60		
Unsecured	200,000	7	" "	"	1st Mortgage	250,000	7	June & Dec.	"	—	40		
Special Erie and North-East	149,000	7	" "	"	2d Mortgage	—							
Burlington and Missouri:					1st Mortgage guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	102		
1st Mort. on 1st Division	500,000	—	Feb. & Aug.	New York.	—	Guaranteed	100,000	6	" "	"	1875	106	
Cairo and Fulton (Mo.):					State Loan	170,000	6	" "	"	1876	—		
State (Mo.) Loan	650,000	6	—	—	Delaware, Lackawanna and W'n:	900,000	—	April & Oct.	New York.	1871	111		
Camden and Amboy:					1st Mortgage (Lack. & Western)	1,499,000	—	" "	"	1875	114		
English debt (S. F.) £453,093	2,192,923	6	Semi-annual.	London.	1880	1st Mortgage (E. Extension)	2,516,500	—	March & Sept.	"	1881	110	
Converted Sterling Loan	798,200	6	"	"	2d Mortgage	—							
American Loan	782,000	6	"	New York.	1864	Detroit and Milwaukee:	2,500,000	7	Jan. & July.	New York.	1875	60	
Extra Dividend Loan	324,468	6	"	"	1st Mortgage (convertible)	1,000,000	8	" "	"	1866	—		
Loan for \$500,000	500,000	6	"	"	2d Mortgage	750,000	7	" "	"	1868	—		
" " \$400,000	790,600	6	"	"	3d Mortgage (convertible)	500,000	8	" "	"	—			
" " \$375,000	675,000	6	"	"	4th Mortgage (G. W. R. R.)	800,000	7	" "	"	—			
" " \$1,700,000	1,700,000	6	"	"	Dubuque and Sioux City:	—							
" " \$2,500,000	807,000	6	"	"	1st Mortgage coupon	800,000	7	Jan. & July.	New York.	1883	—		
Consolid. Mort. Loan \$5,000,000	—	—	—	—	Dubuque Western:	344,000	7	"	"	—			
Camden and Atlantic:					Eastern (Mass.):	—							
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	Income (due \$75,000 annually)	150,000	6	June & Dec.	Boston.	63-64	111	
Ohio:					2d Mortgage (convertible)	590,000	5	Jan. & July.	London.	1872	98	—	
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	1874	104	
Oayuga and Susquehanna:					1st M. (State) \$75,000 a yr after '84	500,000	5	Ja. Ap. Ju.Oc.	"	65-71	—		
Central of Georgia:					East Tennessee and Georgia:	—							
Mortgage	86,067	7	—	—	State, 1st Mortgage	970,000	—						
Central of New Jersey:					Endorsed by State of Tennessee	150,000	—						
1st Mortgage	1,400,000	7	Feb. & Aug.	New York.	1855-70	Mortgage (ordinary)	150,000	—					
2d Mortgage	600,000	7	May & Nov.	"	Eaton and Hamilton:	750,000	—						
Central Ohio:					1st Mortgage	757,734	7						
1st Mortgage W. Div.	450,000	7	May & Nov.	Zanesville.	1861	Erie and North-East:	—						
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-70	—		
2d Mortgage	800,000	7	June & Dec.	New York.	1865	Florida:	—						
3d Mortgage (S. F.)	960,000	7	"	"	Internal Improvement (State)	1,655,000	7						
4th Mortgage (S. F.)	1,365,800	7	" "	"	Free Land, 2d Mortgage	1,500,000	8						
Charleston and Savannah:					Florida and Alabama:	—							
1st Mortgage (endorsed)	510,000	6	—	—	Internal Improvement (State)	—							
2d Mortgage	1,000,000	7	—	—	Free Land, 2d Mortgage	—							
Cheshire:					Florida, Atlantic and Gulf Centr.	—							
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	Internal Improvement (State)	250,000	7					
Chicago, Burlington & Quincy:					Free Land, 2d Mortgage	200,000	8						
Trust Mort. S. F., convertible	441,000	8	Jan. & July.	New York.	1883	Florida and Alabama:	—						
" " " inconvertible	3,034,000	8	" "	"	Internal Improvement (State)	—							
Plain Bonds, dated Sept. 20, 1860	755,000	7	March & Sept.	"	Free Land, 2d Mortgage	—							
2d Mortgage, inconvertible	925,500	4	July.	Frankfort o.M.	1860	Florida, Atlantic and Gulf Centr.	—						
Chicago and Aurora, 1st Mort.	135,000	7	Jan. & July.	New York.	1867	Internal Improvement (State)	250,000	7					
Central Military Tract, 1st Mort.	106,000	7	" "	"	Free Land, 2d Mortgage	200,000	8						
" " " 2d Mort.	88,000	8	May & Nov.	"	Internal Improvement (State)	—							
" " " Plain	22,000	8	March & Sept.	"	Free Land, 2d Mortgage	—							
Chicago and Alton:					Florida and Alabama:	—							
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	Internal Improvement (State)	1,655,000	7					
1st Mortgage pref. S. F.	600,000	7	April & Oct.	"	Free Land, 2d Mortgage	1,500,000	8						
Income Bonds	1,100,000	7	May & Nov.	"	Florida and Alabama:	—							
Chicago and Milwaukee:					Internal Improvement (State								

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest.				Description.	Amount.	Interest.	Interest.				
			When payable.	Where payable.	Due.	Price.				When payable.	Where payable.	Due.	Price.	
Galena and Chicago Union:							Memphis and Ohio:							
1st Mortgage Coupon	1,118,000	7	Feb. & Aug.	New York.	1863-68	111	State [Tenn.] Loan	\$1,340,000	6					
1st Mortgage (Extended)	871,000	7	" "	" "	1882	112	Michigan Central:							
2d Mortgage (S. F.) Coupon	1,346,000	7	May & Nov.	" "	1876	101	1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	93	
Great Western, Ill.:							1st Mortgage Stg (convertible)	500,000	8	March & Sept.	"	1869	84	
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106	1st Mortgage (convert.)	2,598,000	8	N. Y. & Boston	1869	119		
" Eastern "	1,350,000	7	Feb. & Aug.	" "	1865	102	1st Mortgage (S. F.), convertible	4,434,000	8	April & Oct.	"	1882	121	
Hannibal and St. Joseph:							Mich. Southern and N'n Indiana:							
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	173-87	87	Michigan Southern, 1st	14,000	7	May & Nov.	New York.	1860	100	
Land Security	5,000,000	7	April & Oct.	" "	1881	83	Northern Indiana, 1st	7	Feb. & Aug.	"	"	1861	107	
Convertible Bonds	1,380,000	7	Jan. & July.	" "	1883	---	Erie and Kalamazoo	103,000	7	March & Sept.	"	"	1862	---
2d Mortgage	1,200,000	7	April & Oct.	" "	1870	49	Michigan Southern, conv.	16,000	7	" "	"	"	1868	85
Harrisburg and Lancaster:							Northern Indiana, conv.	20,000	7	Feb. & Aug.	"	"	1868	81
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	112	Jackson Branch	81,000	7	" "	"	"	1865	88
Hartford and New Haven:							Goshen Air Line	701,000	7	" "	"	"	1868	105
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99	Detroit and Toledo	812,000	7	" "	"	"	1878	105
Houston:							1st General Mortgage (S. F.)	5,073,000	7	May & Nov.	"	"	1866	109
1st Mortgage	189,000	6	Jan. & July.	Bridgeport.	1877	---	2d General Mortgage	2,656,500	7	" "	"	"	1877	104
Houston and Texas Central:							•Milwaukee and Beloit:							
State (1st Lien) Loan	210,000	---					1st Mortgage	630,000	8					
Mortgage	125,000	7					1st Mortgage	400,000	8	Jan. & July.	New York.	1861	107	
Hudson River:							2d Mortgage	200,000	8	" "	"	"		
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	1869-70	112	•Milwaukee and Horicon:							
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	118	1st Mortgage	420,000	8					10
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	135	2d Mortgage	600,000	8					
Convertible	1,002,000	7	" "	" "	1867	104	Milwaukee and Prairie du Chien:							
Illinois Central:							1st Mortgage (Coupon)	2,427,000	7	Jan. & July.	New York.	1861	107	
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868	---	Minnesota and Pacific:							
Construction	11,619,500	7	April & Oct.	London.	1875	---	Real Estate	1,200,000	7	Jan. & July.	---	1892	---	
Construction	3,104,000	6	" "	New York.	1875	120	1st Mortgage	350,000	7	" "	---	1883	---	
Eight per cent. bonds	304,000	8	March & Sept.	" "	1865	---	Mississippi Central:							
Indiana Central:							1st Mortgage	1,007,863	7					
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	---	Mississippi Central and Tenn.:							
2d Mortgage	361,000	10	" "	" "	1866	110	State (Tenn.) Loan	529,000	6					
Income	20,500	---					Mississippi and Missouri:							
Indianapolis and Cincinnati:							1st Mortgage (convertible)	1,000,000	7					
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	110	2d Mortgage (S. F.)	400,000	8	New York.	---			
2d Mortgage	400,000	7	" "	" "	1862	100	Oakaloosa Division	500,000	7	" "	"			
Real Estate Mortgage	200,000	7			1858	68	1st Land Grant	2,000,000	7	" "	"	60		
Ind. Pittsburg and Cleveland:							2d Land Grant	700,000	7					
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	---	Mississippi and Tennessee:							
2d Mortgage	314,000	7	" "	" "	1870	---	Tennessee State Loan	28,000	6					1885
Indianapolis and Madison:							Mississippi State Loan	202,799	6					
Mortgage	661,000	7	May & Nov.	New York.	1881	83	1st Mortgage	171,000	7					1876
Jeffersonville:							Mobile and Ohio:							
1st Mortgage	187,000	7	March & Sept.	New York.	1861	75	City (Mobile) Tax Loan	400,000	6					
2d Mortgage	392,000	7	April & Oct.	" "	1873	70	Tennessee State Loan	674,860	6					
•Kennebec and Portland:							Alabama State Loan	389,410	6					
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	---	Income	1,508,070	8	Jan. & July.	New York.	'81-87	---	
2d Mortgage	230,000	6	" "	Augusta.	1861	---	Sterling	875,035	6					1883
3d Mortgage	250,000	6	" "	" "	1862	---	Mississippi State Loan	200,970	6					
Kentucky Centr. (Cov. and Lex.)							Montgomery and West Point:							
1st Mortgage	160,000	6					Alabama State Loan	122,622	---					
1st Mortgage	280,000	7					Mortgage (due 1860, '63 and '65)	350,000	6					var.
2d Mortgage (convertible)	1,000,000	7					Mortgage	450,000	8					1866
3d Mortgage	600,000	7					•Muscogee:							
Guaranteed by Covington	200,000	6					1st Mortgage	249,000	7					
Cincinnati (exchanged)	100,000	6					Nashville and Chattanooga:							
Keokuk, Ft. D. Moines and Munn.							Mortgage (State endorsed)	1,500,000	---					
City of Keokuk, 20 years	400,000	8					Chat. and Clev. Subsd. (endorse)	231,000	---					
City of Keokuk, (special tax)	150,000	10					•New Albany and Salem:							
Keokuk, Mt. Pleasant and Muscat.							Crawfordsville	175,000	7					
Linn County	150,000	8					1st Mortgage	500,000	10					
City of Keokuk	200,000	8					1st Mortgage	2,235,000	6					
La Crosse, Viroqua & Mineral Pt.							N. Hav., N. Lond. and Ston'gton:							
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	---	Mortgage	450,000	7	March & Sept.	New Haven.	1861	---	
Lehigh Valley:							2d Mortgage	200,000	6	Jan. & July.	"	1868	---	
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	105	Extension	116,000	6	May & Nov.	"	1878	---	
La Crosse and Milwaukee:							1st Mortgage	500,000	7	Jan. & July.	New Haven.	1860	---	
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.	---		New Haven and Northampton:							
2d Mortgage (Eastern Div.)	1,000,000	7					1st Mortgage	500,000	7	Jan. & July.	New Haven.	1860	---	
1st Land Grant (Western Div.)	4,000,000	7	Jan. & July.	New York.	444	---	New Jersey:							
2d Land Grant (Western Div.)	353,600	7	" "	" "	444	---	Company's (various)	688,000	---	Semi-ann'ly	New York.	var.	102	
3d Mortgage (whole road)	1,700,000	7					New London Northern:	51,000	7	Jan. & July.	New London.	1871	100	
Unsecured Bonds	1,785,000	7					1st Mortgage	255,000	5					
Lexington and Frankfort:							N. Orl'ns, Jackson and Gt. North:							
Mortgage, due 1864, '69 and '74	130,000	6					1st Mortgage Coupon	2,066,000	8	Jan. & July.	New York.	1866	---	
Little Miami:							1st Mortgage	450,000	7					
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	105	2d Mortgage	200,000	6	Jan. & July.	"	1868	---	
Long Island:							Extension	116,000	6	May & Nov.	"	1878	---	
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	100	1st Mortgage	500,000	7	Jan. & July.	New Haven.	1860	---	
Extension Bonds	175,000	7	May & Nov.	" "	1890	107	New Orleans State Loan	641,000	6					
Long Dock Co.:							1st Mortgage (S. F.)	1,500,000	5					
Mortgage Bonds	500,000	7	June & Dec.	New York.	1882	---	New Orleans City Subscription	566,000	8					
Mortgages on Land	473,800	7	" "	" "	1882	---	1st Mortgage	566,000	8					
Louisville and Frankfort:							New York Central:							
Louisville Loan	100,000	---	Jan. & July.	New York.	1891	---	Premium (S. F.) Bonds	7,146,104	6	May & Nov.	New York.	1883	106	
1st Mortgage	228,000	---	" "	" "	1881	---	Funding (S. F.) Bonds	1,448,000	7	Feb. & Aug.	"	1876	115	
Louisville and Nashville:							Stock Exchange (S. F.) Bonds	668,000	6	May & Nov.	"	1883	102	
State [Tenn.], 1st Lien	560,500	6	Jan. & July.	New York.	1882	---	Real Estate (S. F.) Bonds	165,000	6	" "	"	1883	101	
1st Mortgage	2,000,000	7	Feb. & Aug.	" "	1882	---	Real Estate Bonds	235,775	6	" "	"	1883	101	
Lebanon Branch 1st Mortgage	400,000	7	var.		1883	---	Bonds of June, 1864	2,000,000	7	June & Dec.	"	1864	100	
Memphis Branch 1st Mortgage	300,000	7	var.		1883	---	New 20 years (S. F.) Bonds	1,000,000	7	" "	"	1883	100	
McMinnville and Manchester:							Convertible Bonds	751,000	7	Feb. & Aug.	"	1876	136	
State [Tenn.], 1st Lien	372,000	6					New York and Erie:							
Mortgage	24,000	7					1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	111	
Mortgage	10,000	6					2d Mortgage	4,000,000	7	March & Sept.				

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Description	Amount	Interest	Interest.			Description	Amount	Interest	Interest.			Due	Price
			When payable.	Where payable.	Days.				When payable.	Where payable.	Days.		
N. York, Providence and Boston:													
1st Mortgage	\$232,000	6	Feb. & Aug.	New York.	73-78	---	Racine and Mississippi:						
North Carolina:							1st Mortgage (Eastern Division)	\$690,000	8				
State Loan	8,000,000	6					1st Mortgage (West'rn Division)	757,000	8				
North-Eastern (S. C.):							Raleigh and Gaston:						
1st Mortgage	700,000						Coupon	100,000					1862
2d Mortgage	224,500						Richmond and Danville:						
Northern Central:							State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.		
Balt. and Susq. R. R. (Coupon)	150,000	6	Ja. Ap. Ju.Oc.	Baltimore.	1866	---	Guaranteed by State	200,000	7	April & Oct.	Richmond.	var.	
Md. State Loan (Irredeemable)	1,500,000	6	"	"	1870	---	Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1859	
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1871	---	Richmond, Fred. and Potomac:	324,006	6				1860
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	---	Sterling (£67,000)						
Y. and C. guar. by Balt. 3d Mort.	500,000	6	"	"	1877	---	Richmond and Petersburg:	150,000					1875
N. O. Contract, 2d Mort.	300,000	6	Ja. Ap. Ju.Oc.	"	1876	105	Coupon						
Construction, 3d Mort.	2,500,000	6	Jan. & July.	"	1885	105	Rutland and Burlington:	1,800,000	7	Feb. & Aug.	Boston.	1863	614
Northern (Ogdensburg):							1st Mortgage	937,500	7	"	"	1863	19
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	101	2d Mortgage	440,000	7	"	"	1863	3
2d Mortgage	3,077,000	77	"	"	1861	22	3d Mortgage						
North Missouri:							Sacramento Valley:	400,000	10	Jan. & July.	New York.	1875	
State Loan (30 years)	4,850,000	6	Jan. & July.	New York.	1872-87	90	1st Mortgage	320,000	10	Feb. & Aug.	San Francisco.	1881	
North Pennsylvania:							2d Mortgage	997,000	7				1866
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	96	2d Mortgage	1,000,000	7				1875
Chattel Mortgage	860,000	10	"	"	1887	120	3d Mortgage	422,324	6				1878
Northern (N. H.):							Six per cents						
Bonds due 1864 and 1874	230,700	6	April & Oct.	Boston.	184-74	104	Sand'sky, Mansfield and N'wark:	1,290,000	7	Jan. & July.	New York.	1866	90
Norwich and Worcester:							1st Mortgage						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	---	Jaratoga and Whitehall:	250,000	7	April & Oct.	New York.	1858	
Bonds for Dividend Scrip.	100,000	7	"	New York.	184-74	---	1st Mortgage (R. and W. Br.)	100,000	7	March & Sept.	"	1856	
Steamboat Bonds	200,000	7	Feb. & Aug.	"	183-70	---	Seaboard and Roanoke:						
Ohio and Mississippi (O. and Ind.):							1st Mortgage	300,000	7				1880
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	---	3d Mortgage	75,000	7				1870
2d Mortgage	258,000	7	April & Oct.	"	1880	---	Dividend Bonds	120,083	7				1873
Construction	4,242,000	7	March & Sept.	"	1876	17	South Carolina:						
Income	8,320,000	7	May & Nov.	"	1881	---	State Loan	187,000	5				1868
Orange and Alexandria:							Sterling	183,333	6				1863
1st Mortgage	400,000	6	May & Nov.	New York.	1866	---	2d Mortgage	2,000,000	5				London. 1866
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	"	1875	---	Southern Mississippi:						
2d Extension	600,000	8	May & Nov.	"	1873	---	1st Mortgage	500,000					
Pacific (Mo.):							South-Western (Ga.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	71-87	90	1st Mortgage	681,000					1875
State Loan (S. W. Branch)	1,288,000	6	"	"	1878-89	---	Springfield, Mt. Vern. and Pittsb.						
Construction	8,235,000	7	"	"	"	55	1st Mortgage	500,000					
Panama:							2d Mortgage	450,000					
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100	Steubenv. and Ind. (P. C. and C.):	1,500,000	7	Jan. & July.	Philadelphia.	1870	
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	---	1st Mortgage	900,000	7	"	"	1865	
Pennsylvania:							2d Mortgage	3,501,000	6				90
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	110	St. Louis and Iron Mountain:						
2d Mortgage	2,421,000	6	April & Oct.	"	1875	106	State (Mo.) Aid	900,000	7				
2d Mortgage Sterling	2,126,400	6	"	"	1875	106	St. Louis City Subscription	3,501,000	6				
State Works Bonds	7,000,000	5	Jan. & July.	Harrisburg.	1894	106	St. Louis County Subscription	500,000					
Penobscot and Kennebec:							Sunbury and Erie:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	184-75	---	1st Mort. (Sunbury to W'nspt) Mortgage (half to State):	1,000,000	7	April & Oct.	Philadelphia.	1877	111
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	---	2d Mortgage	7,000,000	5	Jan. & July.	"	1878	
3d Mortgage (Coupon)	156,000	6	March & Sept.	"	1871	---	Steubenv. and Ind. (P. C. and C.):						
Pearl and Oquawka:							1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
1st Mortg. (W. Ext.) convertible.	500,000	8	May & Nov.	New York.	1862	---	2d Mortgage	450,000					
1st Mortg. (E. Ext.) convertible.	500,000	8	June & Dec.	"	1873	---	St. Louis and Iron Mountain:	900,000	7	"	"		
Petersburg and Lynchburg (S. Side):							State (Mo.) Aid	1,100,000	7	Jan. & July.	New York.	1894	104
State (Va.) Loan (S. F.):	200,000	7					St. Louis City Subscription	1,100,000	7	April & Oct.	"	1894	
1st Mortgage (1850-70-'75)	265,000	6					St. Louis County Subscription	1,400,000	7	Feb. & Aug.	"	1894	914
2d Mortgage (1862-'70-'72)	378,000	6					Interest Bonds	1,400,000	7	May & Nov.	"	1894	81
Special Mortgage (1865-'68)	175,000	6						245,700	7				
Last Mortgage (1861 to 1869)	133,500	8											
Phila., German'n and Norrist'n:													
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105	Vermont Central:						
Convertible Loan	292,500	6	"	"	1883	119	1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	81
Philadelphia and Reading:							2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	17
Bonds of 1836 (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	---	Virginia Central:						
"	1836	5	"	"	1880	103	Mort., guaranteed by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	61
"	1849	6	3,084,600	April & Oct.	1870	106	Mortgage (coupons)	198,000	5	"	Rich'd'm & W.	1872	
"	1861	6	273,000	Jan. & July.	1871	100	Mortgage (coupons)	926,000	6	"	New York.	1894	
"	1843	6	1,581,300	"	1880	109	Interest Bonds	245,700	7				
"	1844	6	(convertible)	"	1880	122							
"	1848	6	863,000	"	1880	110							
"	1849	6	124,000	"	1886	112							
"	1857	6	83,000	"	1880	110							
"	1866	6	3,417,000	"	1886	112							
"	1866	7	1,470,000	"	1886	126							
Phila., Wilmington and Baltimore:													
Mortgage Loan	2,490,500	6	Jan. & July.	Philadelphia.	1884	130	Warren (N. J.):						
Improvement	88,500	6	May & Nov.	Boston.	1863	---	1st Mortgage	568,500	7	Feb. & Aug.	New York.	1875	
Pittsburg and Connellsville:							1st Mortgage	60,000	7	April & Oct.	New York.	1880	674
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	---	2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Pittsburg, Ft. Wayne and Chicago:							Watertown and Rome:						
1st Mortgage (series A):	875,000	7	Jan. & July.	New York.	1912	108	Mortgage (new bonds):	800,000	7	March & Sept.	New York.	1880	
"	875,000	7	Feb. & Aug.	"	1912	111	Western (Mass.):						
"	875,000	7	Mar. & Sept.	"	1912	111	Sterling (£899,900)	4,819,520	5	April & Oct.	London.	'68-'71	
"	875,000	7	April & Oct.	"	1912	111	Dollar Bonds	850,000	6	"	Boston.	1875	105
"	875,000	7	May & Nov.	"	1912	111	Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'76	
"	875,000	7	Jun. & Dec.	"	1912	111	Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	
"	875,000	7	Jan. & July.	"	1912	104	Elmira and Williamsport:						
"	860,000	7	Feb. & Aug.	"	1912	111	1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	
"	860,000	7	Mar. & Sept.	"	1912	111	2d Mortgage	596,000	7	May & Nov.	New York.	1886	69
"	860,000	7	April & Oct.	"	1912	111	Wilmington and Manchester:						
"	860,000	7	May & Nov.	"	1912	111	1st Mortgage	596,000	7	May & Nov.	New York.	1886	
"	860,000	7	June & Dec.	"	1912	111	2d Mortgage	200,000	7	"	"	1872	
"	860,000	7	June & Dec.	"	1912	90	Wilmington and Weldon:						
"	2,000,000	7	April.	"	1912	90	Mortgage, payable in England.	443,585	6				

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost is included in that of "Railroad and Appurtenances." A dash (-) signifies "nil." Running dots (....) signify "not ascertained." Land-Grant Railroads are in "italic."

Years ending.	Railroad.											Abstract of Balance Sheet.											Earnings.			
	Main Line.			Lateral and Branch Lines		2nd. Track and Sidings.		Road in progress or projected.		Equipment.		Companies.			Property and Assets.			Liabilities.			Road operated, incl. road leased, etc.			Mileage run by locomotives with trains.		
	M.	M.	M.	M.	M.	No	No	No	No	No	No										M.	M.	Gross.	Dividends.	Price of shares.	
30 Jun. '60	65.0	—	—	50.6	—	—	—	—	—	—	—	Alabama and Florida	1,451,336	*	—	87,953	503,500	106,255	1,515,704	54.0	—	101,102	87,866	—		
28 Feb. '59	30.3	—	—	58.1	2	2	19	—	—	—	—	Alabama and Mississippi	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	—	55,791	31,862	—		
31 May '60	109.6	—	—	57.8	11	9	102	Ala. and Tennessee Rivers	2,261,927	184,906	—	—	—	1,067,006	777,777	240,486	2,476,023	109.6	—	207,626	111,232	—				
30 Jun. '59	87.0	—	—	171.3	—	—	—	Mobile and Girard	1,500,000	—	—	—	—	—	—	—	—	—	57.0	238,791	76,773	21,006	—			
1 Apr. '61	—	—	—	67.2	1	2	10	Mobile and Great Northern	580,216	—	—	—	—	600,431	—	—	600,431	—	—	—	—	—	—	—		
1 May. '61	469.3	13.5	—	49.4	40	25	502	Mobile and Ohio	12,000,000	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
29 Feb. '60	88.5	28.4	—	—	23	14	283	Montgomery and West Point	1,888,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	—	—	505,156	260,269	6	—				
1 May. '61	—	—	—	209.5	—	—	—	North East and South West	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
—	—	—	—	301.4	—	—	—	Cairo and Fulton	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
30 Nov. '58	38.5	—	—	107.5	—	—	—	Memphis and Little Rock	553,877	*	—	—	—	—	351,524	444,000	10,725	811,949	—	—	—	—	—	—	—	
80 Dec. '60	22.5	—	—	—	—	—	—	Sacramento Valley	1,493,850	*	—	—	—	—	798,860	700,000	—	1,498,850	22.5	—	230,251	104,004	—			
1 Feb. '63	23.8	—	—	8.2	4	5	44	Danbury and Norwalk	344,475	66,483	—	—	—	—	307,010	100,000	—	418,825	23.8	47,301	61,546	86,019	5			
30 Sep. '62	122.4	—	—	15.0	75.1	16	20	Hartford, Provid. and Fishkill	3,902,356	302,511	—	—	—	—	1,936,740	2,037,500	211,574	4,448,584	122.4	229,068	301,402	126,918	—			
31 Aug. '63	61.4	1.6	64.5	18	21	302	Hartford and New Haven	3,280,095	254,000	141,706	2,350,000	927,000	—	—	4,181,265	73.0	404,297	958,459	599,153	17	142					
31 Dec. '62	74.0	—	8.9	11	17	256	Housatonic (preferred)	2,429,775	*	—	—	—	—	2,000,000	240,000	61,872	2,622,238	124.0	—	284,456	70,187	6				
31 Dec. '62	57.0	—	1.3	7	11	175	Naugatuck	1,210,899	200,000	11,860	1,031,800	258,060	26,924	1,594,661	62.0	—	206,420	97,700	6							
31 Dec. '62	62.0	—	2.6	6	12	29	N. Haven, N. London and Ston.	1,454,404	*	—	—	—	—	738,588	750,000	156,429	1,644,967	62.0	127,390	135,072	—					
31 Dec. '62	75.9	8.8	7.2	3	3	—	New Haven and Northampton	1,774,456	38,028	—	—	—	—	1,010,000	650,000	1,812,475	operated by N. Y. & N. H.	4	—	—	—					
31 Dec. '62	66.0	—	5.9	7	7	91	New London Northern	677,552	*	—	—	—	—	602,152	75,526	—	696,827	66.0	156,905	151,731	38,766	5				
31 Mar. '63	61.3	1.0	63.8	28	24	407	New York and New Haven	4,043,832	712,463	—	—	—	—	3,000,000	2,000,000	5,764,362	117.4	518,810	1,036,437	444,096	12	121				
30 Nov. '62	59.4	7.0	8.5	15	17	313	Norwich and Worcester	2,463,988	149,711	214,100	2,122,600	799,300	9,298	—	3,084,867	66.4	294,173	353,064	158,927	—						
—	—	—	—	—	—	—	DELAWARE.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
31 Oct. '60	84.3	—	10.7	—	—	—	Delaware	1,552,257	—	—	—	—	—	406,182	370,000	271,877	1,607,684	84.3	130,631	138,970	41,466	—				
31 Oct. '62	16.2	—	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	—	5,024	749,544	5.0	—	—	27,283	10,290	9	—				
—	—	—	—	—	—	—	FLORIDA.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
—	—	—	—	150	—	—	Florida	582,793	30,586	—	191,456	195,000	75,894	619,112	—	—	—	—	—	7,357	5,535	—				
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	Florida and Alabama	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
—	—	—	—	5.0	—	—	—	Fla., Atlantic and Gulf Central	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
—	—	—	—	100.0	3.9	10.0	153.5	Pensacola and Georgia	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
—	—	—	—	—	—	—	—	GEORGIA.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
50 Jun. '60	88.7	—	—	16	7	124	Atlanta and West Point	1,192,899	*	—	—	—	—	1,250,000	126,000	—	1,597,385	86.7	—	418,030	265,827	8	125			
—	—	—	—	92.6	8.7	70.9	—	Atlanta and Gulf—M. Trunk	—	—	—	—	—	—	733,700	129,500	—	—	—	—	168,988	96,612	—			
31 Dec. '60	53.0	—	—	—	23.7	—	—	Augusta and Savannah	1,032,200	*	—	—	—	—	151,587	—	—	—	—	—	—	—	—			
30 Apr. '60	43.5	—	—	—	—	—	—	Brunswick and Florida	755,000	—	—	—	—	—	4,206,800	240,000	61,872	8,123,343	232.0	—	—	—				
30 Nov. '60	191.0	—	—	53	62	607	—	Central of Georgia (and Bank)	4,366,800	—	—	—	—	—	4,156,000	312,500	—	6,590,173	229.0	879,468	1,715,025	764,574	10			
31 Mar. '60	61.0	61.0	—	—	—	—	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	—	—	1,500,000	12,295	—	1,658,976	102.5	226,241	404,615	212,076	8				
30 Nov. '60	102.5	—	—	19	16	171	—	Macon and Western	774,244	102,534	—	—	—	—	669,960	249,000	12,295	1,026,868	50.0	—	202,714	110,616	8			
31 July '59	50.0	—	—	7	2	107	—	Muscogee	60,620	—	—	—	—	—	1,275,901	10,200	180,821	1,473,140	71.6	—	—	—	—			
31 July '59	68.1	—	—	3	4	33	—	Savannah, Albany and Gulf	1,586,634	52,374	—	—	—	—	3,770,425	396,500	19,913	3,822,918	228.8	—	—	388,553	13			
31 July '60	100.1	100.1	100.8	16.2	18	20	—	South Western	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
30 Sep. '59	138.0	—	—	—	—	—	—	Western and Atlantic	5,901,497	*	—	—	—	—	5,901,497	1,000,000	—	138.0	—	—	832,343	454,541	—			
—	—	—	—	—	—	—	—	ILLINOIS.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
31 Dec. '60	220.0	—	—	35	38	712	—	Chicago and Alton	8,117,539	*	—	—	—	—	4,244,222	4,100,000	157,877	8,721,057	281.0	976,381	1,225,001	457,794	86			
30 Apr. '63	138.0	26.0	—	73	46	1,249	—	Burlington and Quincy	6,444,452	1,490,361	4,438,510	5,738,640	6,102,594	—	—	—	—	131,795,000	263.0	1,308,146	2,412,821	1,206,039	8			
31 Dec. '60	58.8	45.0	—	6	14	101	—	Chicago and Milwaukee	1,700,964	67,869	120,000	988,000	782,865	188,046	—	—	—	—	46.0	14 mo.	243,282	135,284	70			
1 Apr. '63	242.0	—	—	29.0	36	23	706	Chicago and Northwestern	12,325,889	510,983	—	3,731,316	8,335,000	226,641	13,147,136	242.0	—	1,088,054	448,503	47						
31 Mar. '63	181.8	—	—	61	57	960	—	Chicago and Rock Island	7,069,728	—	—	5,603,000	1,467,000	—	580,000	—	—	84.0	—	—	—	—	—			
10 Nov. '62	33.2	33.2	—	—	17	10	268	—	Fox River Valley	580,000																

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Year ending	Railroad.		Equipment.		Companies.										Abstract of Balance Sheet.										Earnings.				
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Cars.	Engines.	Passenger.	Freight, etc.	Property and Assets.		Liabilities.		Total.		Road operated, incl. road leased, etc.		Mileage run by locomotives with trains.		Gross.		Net.		Dividends.		Price of shares.				
M.	M.	M.	M.	No.	No.	No.	No.	Rolling Stock	Invested in foreign works.	Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance, incl. all other assets and liabilities.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.			
MAINE.																													
30 Nov. '62	55.0	—	—	6 4	74	Androscoggin	—	—	1,050,000	•	151,833	444,638	205,584	757,881	36.5	76,844	79,761	45,461	—	—	—	—	—	—	—	—			
30 Jun. '62	149.0	—	25.0	41 17	349	Atlantic and St. Lawrence	—	—	6,788,205	887,784	2,494,900	3,068,491	—	7,985,475	149.0	oper. by Gd. Tk	—	45	—	—	—	—	—	—	—	—			
30 Jun. '62	12.6	—	2.0	4 3	45	Bangor, Oldtown and Milford	—	—	244,725	—	135,000	3,472,000	40,570	244,725	12.5	—	30,890	—	—	—	—	—	—	—	—	—			
30 Sep. '61	63.0	9.5	8.0	12 11	120	Kennebec and Portland	—	—	2,871,284	•	—	1,287,779	—	271,143	2,900,908	109.5	189,953	172,113	91,487	—	—	—	—	—	—	—	—		
31 May. '62	92.7	9.5	—	13 2	231	Maine Central	—	—	2,411,878	•	21,925	1,050,860	3,068,491	139,352	4,259,308	109.2	186,240	323,032	174,028	—	—	—	—	—	—	—	—		
31 Dec. '59	—	—	—	14.0	—	Penobscot	—	—	828,412	—	718,014	180,497	300,000	75,000	—	—	—	—	—	—	—	—	—	—	—	—			
31 May. '63	51.3	—	—	10 4	108	Portland, Saco and Portsmouth	—	—	1,494,792	•	100,000	1,500,000	—	—	1,632,416	51.3	—	288,197	170,276	6	110	—	—	—	—	—	—		
31 May. '62	37.0	—	—	—	—	Somerset and Kennebec	—	—	783,763	•	—	168,200	556,600	—	—	37.0	—	66,403	24,404	—	—	—	—	—	—	—			
31 May. '61	18.6	—	—	—	33.5	York and Cumberland	—	—	1,090,000	•	—	370,000	450,000	270,000	1,000,000	18.5	—	26,386	—	—	—	—	—	—	—	—			
MARYLAND.																													
30 Sep. '60	279.6	7.2	—	236 124	3,272	Baltimore and Ohio	—	—	21,314,042	3,604,781	3,579,907	18,118,902	10,781,833	866,070	31,541,011	286.8	—	3,922,205	2,305,788	6	98	—	—	—	—	—	—		
30 Sep. '60	30.0	—	—	7 23	167	Washington Branch	—	—	1,650,000	•	—	1,660,000	—	—	1,824,806	38.0	187,427	462,880	290,840	9	127	—	—	—	—	—	—		
31 Dec. '62	128.0	4.0	10.4	51 28	1,547	Northern Central	—	—	7,635,009	774,568	466,183	2,260,000	5,150,000	402,054	9,838,621	156.0	940,558	1,920,641	927,341	—	431	—	—	—	—	—	—		
MASSACHUSETTS.																													
30 Nov. '62	21.2	—	2.1	—	—	Berkshire	—	—	500,000	100,000	—	600,000	—	—	600,000	21.2	—	42,000	42,000	7	—	—	—	—	—	—	—		
30 Nov. '62	28.7	1.8	43.6	21 37	602	Boston and Lowell	—	—	2,245,148	183,345	—	1,830,000	440,000	21,046	2,755,665	70.9	330,665	421,966	136,191	6	104	—	—	—	—	—	—	—	
31 Mar. '63	74.8	8.8	51.1	33 72	484	Boston and Maine	—	—	8,880,850	400,463	496,903	4,076,974	—	—	5,026,338	119.3	630,840	946,980	450,302	8	126	—	—	—	—	—	—	—	
30 Nov. '62	47.0	7.0	32.6	25 40	204	Boston and Providence	—	—	2,952,600	207,400	—	316,000	122,720	—	3,402,989	61.8	435,121	702,012	355,362	8	136	—	—	—	—	—	—	—	
30 Nov. '62	64.6	24.0	60.1	30 68	273	Boston and Worcester	—	—	4,042,594	437,416	100,000	4,500,000	—	93,654	5,235,584	83.6	564,117	1,006,130	490,304	8	139	—	—	—	—	—	—	—	
30 Nov. '62	46.0	1.1	2.7	7 15	102	Cape Cod Branch	—	—	907,760	123,866	—	681,654	141,600	—	1,085,074	47.1	75,219	102,627	50,053	24	60	—	—	—	—	—	—	—	
30 Nov. '62	50.0	2.4	8.8	12 19	179	Connecticut River	—	—	1,614,386	187,588	—	1,691,100	250,000	—	1,900,919	52.4	170,018	265,152	123,864	6	105	—	—	—	—	—	—	—	
30 Nov. '62	44.2	30.5	25.2	26 54	413	Eastern	—	—	3,912,207	315,165	264,102	2,965,400	1,912,600	30,000	4,766,000	89.0	452,168	635,626	315,734	9	94	—	—	—	—	—	—	—	
30 Nov. '62	69.9	5.0	74.5	23 36	646	Fitchburg	—	—	1,819,851	250,149	—	8,540,000	—	—	3,828,341	93.4	342,542	560,580	264,146	6	116	—	—	—	—	—	—	—	
30 Nov. '62	14.0	2.8	4.4	24 16	426	Fitchburg and Worcester	—	—	234,774	20.226	—	219,826	64,100	5,846	29,772	26.4	—	83,739	58,558	4,619	6	105	—	—	—	—	—	—	—
30 Nov. '62	29.8	3.0	3.8	25 19	26	Lowell and Lawrence	—	—	577,933	28,748	—	200,000	75,000	11,752	367,182	12.4	—	21,780	21,780	6	—	—	—	—	—	—	—		
30 Nov. '62	12.4	2.3	2.4	26 19	26	Lowell and Lawrence	—	—	832,886	30,275	—	200,000	75,000	11,752	367,182	12.4	—	606,681	29.8	27,424	16,344	1,233	—	—	—	—	—	—	—
30 Nov. '62	14.5	1.7	1.7	27 19	119	Mass. B'th'n & N'th'n Indians	—	—	3,008,445	486,503	—	6,016,100	350,500	140,058	1,019,375	25.0	53,624	44,559	9,653	20	—	—	—	—	—	—	—	—	
30 Nov. '62	19.6	7.8	20.5	24 61	486	Old Colony and Fall River	—	—	1,409,086	422,915	—	1,600,000	97,000	—	1,697,000	44.4	206,064	327,457	161,357	8	128	—	—	—	—	—	—	—	—
30 Nov. '62	18.7	0.7	1.2	21 1	127	Pittsfield & N. Adams, guar.	—	—	432,480	11,247	—	450,000	—	—	450,000	18.7	24,960	43,142	23,677	6	109	—	—	—	—	—	—	—	—
30 Nov. '62	43.4	1.0	14.9	13 18	252	Providence and Worcester	—	—	1,409,086	262,915	—	1,600,000	97,000	—	1,697,000	44.4	206,064	327,457	161,357	8	128	—	—	—	—	—	—	—	—
30 Nov. '62	16.9	1.7	—	14 1	17	Salem and Lowell	—	—	331,470	82,543	—	243,503	228,900	464	471,170	44.4	17,500	41,110	20,484	4	110	—	—	—	—	—	—	—	—
30 Nov. '62	11.5	0.4	2.9	15 9	17	South Shore	—	—	462,367	30,226	—	259,685	150,000	1,456	531,715	11.5	22,218	64,426	20,484	4	110	—	—	—	—	—	—	—	—
30 Nov. '62	11.1	0.6	1.2	16 10	310	Southbridge and Pittsfield	—	—	444,600	4,100	—	250,000	—	—	448,700	11.7	51,210	134,018	23,376	7	126	—	—	—	—	—	—	—	—
30 Nov. '62	6.1	—	36.5	17 18	180	Troy and Greenfield	—	—	3,726,370	97,308	—	42,352	1,045,470	—	1,045,470	10.7	—	1,045,470	10.7	—	—	—	—	—	—	—	—	40	
30 Nov. '62	8.0	6.6	11.0	18 19	180	Vermont and Massachusetts	—	—	3,829,557	207,343	—	2,214,226	900,525	—	3,516,900	73.3	112,242	216,065	115,241	39	—	—	—	—	—	—	—	—	—
30 Nov. '62	156.1	17.3	126.6	78 61	1,179	Western (Incl. A.B.W.S. etc.)	—	—	10,122,764	1,085,712	—	5,180,000	6,417,520	47,000	14,324,472	218.0	1,257,201	2,095,922	984,564	8	140	—	—	—	—	—</td			

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (-) signifies "not ascertained." Running dots (----) signify "not ascertained." Land-Grant Railroads are in *italics*.

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (-) signifies "nil." Running dots (----) signify "not ascertained." Land-Grant Railroads are in "italics."

Years ending	Railroad.										Equipment.										Abstract of Balance Sheet.										Earnings.									
	Main Line.		Lateral and Branch Line		2nd Track and Sidings.		Road in progress or projected		Cars.		Companies.										Property and Assets.		Liabilities.		Total, incl. all other assets and liabilities.		Road operated, incl. road leased &c.		Mileage run by locomotives with trains		Gross.		Net.		Dividends.		Price of shares.			
	M.	M.	M.	M.	No.	No.	Engines.	Passenger.	Freight, etc.	Cars.	Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	M.	M.	M.	M.	Railroad and Appurtenances.	Rolling Stock.	Bonded and Mortgage Debt.	Floating Debt.	M.	M.	Road operated, incl. road leased &c.	Mileage run by locomotives with trains	Gross.	Net.	p. c.	Dividends.	Price of shares.							
31 Oct. '62	28.2	1.9	37	110	630	Philadelphia and Trenton	552,422	51,460	99,200	250,000	1,249,200	28.2	102,364	432,351	228,844	8	173																							
31 Oct. '62	95.9	34.8	37	10	14	Phil., Wilmington and Balt.	9,792,924	744,420	351,129	5,620,500	9,508,406	200,5	582,615	2,260,862	1,080,995	9	63																							
31 Oct. '62	69.5	6.4	50.5	10	14	Pittsburg and Connellsville	1,086,181	109,202	1,763,122	1,500,000	110,417	3,501,863	72.0	19,000	120,918	50,379		84																						
31 Dec. '62	468.3	59.7	121	61	1,312	Pitts'g, Ft. Wayne & Chicago	17,736,356	*	5,700,592	12,935,173	312,899	19,451,676	468.3	2,694,467	3,745,311	1,802,895		86																						
31 Oct. '62	54.0	1.1	5.5	7	4	Schuylkill and Susquehanna	1,197,774	*	1,269,150	97,000	8,406	1,374,556	55.6	82,809	70,615	9,238																								
31 Oct. '62	9.8	15.2	15.0	—	—	Schuylkill Valley	576,060	576,060	1,200	1,200	—	576,050	—	—	—	—																								
31 Oct. '62	28.0	6.2	5	1	499	Shamokin Valley & Pottsville	1,178,773	112,824	500,000	791,597	5,659	1,297,256	57,923	159,634	99,080	39																								
31 Oct. '62	29.6	—	2.5	4	4	Tioga	719,914	77,999	97,580	396,500	65,826	797,913	29.6	81,934	134,788	97,862	9	43																						
31 Dec. '62	26.4	—	8.0	5	11	Westchester and Philadelphia	1,387,074	*	683,431	968,209	8,000	1,644,639	26.4	106,800	141,101	79,544		104																						
RHODE ISLAND.										Companies.										Abstract of Balance Sheet.										Earnings.										
31 Aug. '63	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	1,508,000	256,800	—	—	—	—	—	—	—	62.0	297,700	415,500	199,155	6	55															
30 Nov. '62	13.6	—	0.6	—	4	3	7	Providence, Warren & Bristol	421,943	13,290	47,17	8,500	—	—	—	—	—	—	13.6	23,954	25,594	6,789																		
SOUTH CAROLINA.										Companies.										Abstract of Balance Sheet.										Earnings.										
31 Dec. '58	18.2	1.5	182.4	2	26	Blue Ridge	2,126,539	250,000	1,916,515	217,577	—	2,134,092	18.2																											
31 Dec. '58	54.9	—	47.4	4	3	Charleston and Savannah	801,615	34,372	706,365	195,266	179,905	1,099,636	51.9																											
31 Dec. '58	109.6	—	—	18	9	Charlotte and South Carolina	1,719,045	—	1,201,000	384,000	—	109.6																												
31 Dec. '58	40.8	—	—	—	—	Charleston and Darlington	600,000	*	400,000	200,000	400,000	49.3																												
1 Jan. '59	143.2	21.8	—	—	—	Greenville and Columbia	2,149,769	324,161	1,429,008	114,000	845,540	2,919,564	164.5																											
31 Aug. '58	22.5	—	—	—	—	Kings Mountain	196,230	*	200,000	—	200,000	22.5																												
31 July '58	82.0	—	—	—	—	Laurens	543,403	*	400,000	106,218	575,729	32.0																												
31 Dec. '60	106.0	102.0	—	—	62	59	790	North-Eastern	2,011,652	*	985,743	960,410	108,172	2,057,325	102.0																									
31 July '58	25.1	—	41.9	—	—	Spartanburg and Union	—	—	—	—	—	—	—	—	—	—	—	—	—	25.1																				
30 Sep. '60	47.6	—	—	—	—	Central Southern (Tenn.)	1,021,439	58,183	505,214	514,000	99,110	1,137,707	47.6																											
1859	—	—	17.0	2	14	Edgefield and Kentucky	867,947	*	333,204	612,000	60,900	30.0	29,845	9,359	7,486																									
1859	—	30.0	1.8	12	10	East Tennessee and Georgia	3,837,367	*	1,289,673	20,000	200,000	140.0																												
1859	—	140.0	8.0	10	12	East Tennessee and Virginia	1,810,038	156,264	536,654	1,902,000	390,407	130.3	150,142	297,806	149,187																									
1860	—	271.6	19.4	20.0	43	67	Memphis and Charleston	5,866,578	878,069	129,364	1,645,000	260,112	7,827,797	291.0																										
1860	—	271.6	16.0	20.0	8.9	9	242	Memphis and Ohio	2,259,267	141,144	570,000	1,361,000	145,000																											
1859	—	100.0	30.6	55.8	5	6	Memphis, Clarksville & Louis.	2,000,000	100,500	298,721	740,000	298,721																												
1859	—	59.0	—	40.1	7	6	Mississippi and Tennessee	1,137,400	*	798,285	564,949	83,518	59.4	69,870	177,256	60,029																								
1859	—	47.4	2.2	4	6	Mississippi Central and Tenn.	592,710	82,908	317,447	632,509	22,369	47.4	64,176	83,129	44,656																									
1859	—	34.2	7.0	8	17	McMinnville and Manchester	533,807	56,516	144,894	406,000	5,000	34.2	30,065	28,808	18,392																									
30 Nov. '60	149.7	44.0	7.9	—	39	Naashville and Chattanooga	3,632,882	*	2,056,644	1,731,000	159.0	159.0	734,118	337,384	6																									
1860	—	46.8	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	566,922	860,000	204,544	46.8	57,950	127,053	87,243																							
1860	—	30.0	—	0.6	8.0	—	—	Winchester and Alabama	—	—	216,962	413,000	408,477	30.0	—	—	—																							
TEXAS (all aided by State).										Companies.										Abstract of Balance Sheet.										Earnings.										
31 Aug. '63	110.3	—	6.6	8	12	199	Connect., & Passumpsic Rivers	1,783,542																																

New York Stock Exchange.

Actual Sale Prices for the week ending December 30.

Th.24. F.25. Sat.26. M.28. Tu.29. W.30.

American Coal Co.	94	94	94	94	94
Buffalo, N. Y. & E., 1M.	126		103		
California 7s					
Canton Co.		33	34	34	
Central Am. Transit					100
Chicago & Alton		85	86		
" pref.		94			
" 1M.		104			
" Inc. b'ds					
Chicago, Burl. & Q.			117		
" " 8 p.c.124	124				
Chlo. & Northwest'n	47	47	47	47	
" pref.			64	63	
" 1st M.	92		92		
" 2d M.	74	75		78	
" S. F.					
" A. B.					
" I. B.					
Chicago & Rock Is.	115	115	119	121	123
" 1st M. '70					
Clev., Col. and Cln.		175	176		
Clev. and Pittsburgh	106	106	107	107	108
" 1 M.					
" 2 M.					
" 3 M.	100				
" 4 M.		86			
Clev. and Toledo		116	121	120	120
" S. F. 7 p.c.		111	110		
Cumberland Coal, pref. 48	44	45	40	47	
Del. & Hudson Canal		171	173	175	175
Del. Lack. & West.					
" 1M. 8p.c. '71-6					
" 2M. 8p.c. '81					
Erie	108	107	108	108	108
" pref.	103		103	103	103
" 1 M. 7p.c. '67					
" 2 M. 7p.c. '79					
" 3 M. 7p.c. '82					
" 4 M. 7p.c. '80	107				
" 5 M. 7p.c. '88					
Galena and Chicago	107	107	104	104	105
" 1M. 7p.c. '68					
" 2M. 7p.c. '76 101					
" 1M. Ex-'82					
Hann. & St. Jo. pref.	40				
" bonds	83		83		
Hudson River	126	129	129	128	128
" scrip.	93		92		
" 1M. 7p.c. '69					
" 2M. S. F.					
" 3M. 7p.c. '70					
" conv. bonds	104				
Illinois Central scrip.	116	117	117	117	117
" full stock	112				
" Can. bd. sc.			115		
" bonds	119				
Marietta & Cin 1st pref. 68		69	69	69	
" 2d "	50	49			
Mariposa Mining Co.	36	35	35	35	
Michigan Central	120	121	120	121	
" S.F. 82					
" conv. S.F. '69					
M. S. and N. I.	82	83	83	83	85
" " guar'd. 131					
" " 1M. S.F.					
" " 2 M.	104				
Mil. and P. du Chien	54	57	57	58	
" 1st pref.					
" 2d pref.					
" 1st M.					
Minnesota Mining Co.					
Miss. & Mo.					
" L.G. bonds					
Missouri 6s	66	66	66	66	
" iss. to H. & St. J. R. 83					
N. J. Central 1st M.					
" " 2d M.					
New York Central	152	132	133	133	133
" 7s, 1804		100			
" 7s, S. F. '76					
" 7s, conv. '76					
" 6s. S. F. '83					
N. York & Hartl.	89	89	90	89	
" pref.					
" 1M. 7p.c. '73					
" 2M. 7p.c. '64					
" 3M. 7p.c. '67	101				
Norwich & Worcester					
Ohio & Miss. cer.	93				
Pacific Mail S. S. Co.	211				
Panama	200				
Penn'a Coal Co.	156				
Phila. and Reading	113	113	112	112	
Pitts. Ft. W. & Chicago	83	83	84	84	86
" " 1M.					
" " 2M. 104					
" " 3M.		87	89		
Quicksilver Mining Co.	55	66	58	59	60
St. L. Alton & T. H.	62	64	65	64	
" pref.		76			
" 1M.					
" 2M. pref.					
" Inc. b'ds			91		
Tennessee 6s, 1890	59	58	58	58	
Toledo & Wabash	50	50	52	54	
" Prof.			70		
" 1M.					
" 2M. ex.					
" 2M.					
" Inc. b'ds			86		
Virginia 6s					

New York Stock Exchange.

Actual Sale Prices for the week ending December 30.

Th.24. F.25. Sat.26. M.28. Tu.29. W.30.

FEDERAL STOCKS:—					
U. S. 5s, 1871, reg.					
U. S. 5s, 1871, coup.					
U. S. 5s, 1874, reg.					
U. S. 5s, 1874, coup.					100
U. S. 5s, 1865, coup.					126
U. S. 6s, 1861, reg.				104	105
U. S. 6s, 1861, coup.			110	110	110
U. S. 6s, '81, O.W.L.y.					
U. S. 6s, 1881, " 97					
U. S. 6s, 1887, reg.					
U. S. 6s, 1887, coup.					
U. S. 6s, 1888, reg.					105
U. S. 6s, 1888, coup.					
U. S. 6s, 1 year certif.					
U. S. 6s, " new 98			98	98	98
U. S. 6s, 5-20, coupon 101			101	101	101
U. S. 6s, " reg.					
7.30 Notes, Feb. & Aug.					107
" Aprl & Oct.			106		
American Gold	151		151	152	151

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending December 29.

W.23. Th.24. F.25. Sat.26. M.28. Tu.29. W.30.

Beaver Meadow					
Cattawissa		10	10	10	
" preferred	32	32	32	32	
Camden & Amboy		165			
" " 6s '67					
" " 6s '70					
" " 6s '75		102			
" " 6s '83					
" " 6s '88					
Ches. & Del. Canal	6s '86				
Del. Div. Canal					36
Elmira & W'mport					
" pref.					
" " 7s					
" " 10s					
Harrisburg					
Lehigh Navigation		59			
" " 6s					
" " scrip. 49					
Lehigh Valley R. R.			100		
" " scrip.					49
Little Schuylkill R. R.	52				
" " 7s					
Long Island					
" " 6s					
Minehill		62	62		
Morris Canal					62
" " pref.					
" " 6s '76					
North Pennsylvania	25	25	25	26	
" " 6s					
Pennsylvania R. R.	70				
" " 1st m.					
" " 2d m.					
Penn. State, 5s	90	90	90		
" " 5s, coupon					
" " 6s '107					
Philadelphia City	6s '100				
" " new	104		104	104	
Philad. Germ. & Nor.					
" " 6s '86	56		56	56	
" " 6s '70			105		
Philad. & Reading					
" " 6s '86	56		56	56	
" " 6s '70			105		
Philadelphia & Erie	30	30			
" " 6s					
Philad. & Subury	7s				
Schuylkill Navigation					
" " pref.					
" " 6s '82					
" " 6s '76					
" " 6s '72					
Susq. Canal	16	16			
" " 6s '78					
Union Canal, pref.					
" " 6s '83	27				
West Br. Canal	6s '78				
Wyoming Valley Canal					
Aroh street, (Horse) 30	30		30	30	
Chestnut & Wal.	57				
Green & Coates					
Race and Vine	21	22	22	22	
2d and 3d streets		84		84	
Spruce & Pine		13	13	13	
Baltimore Stock Exchange.					
Actual Sale Prices for the week ending December 29.					
W.23. Th.24. F.25. Sat.26. M.28. Tu.29.					
Baltimore City 6s, 1875	103				
" " 1886					
" " 1870					
" " 1890					
Balt. and Ohio	95	96	95	98	
" b'ds '82					
" " 6s '67					
" " 75					
" " 80					
" " 85					
Northern Central					
" b'ds '82					
" " 95					

Boston Stock Exchange.

Actual Sale Prices for the week ending December 30.

Th.24. F.25. Sat.26. M.28. Tu.29. W.30.

Boston and Lowell					
Boston and Providence					
Boston and Worcester					
Cheshire, pref.					
Concord					
Connecticut River					
Eastern, Mass.					
Eastern, N. H.					
Fitchburg					
Manchester & Lawr'ce					
Michigan Central					
Northern, N. H.					
Old Colony and Fall R.	111	110			
Pb., Wil. & Baltimore	66	66			
Portl'd, Sac' & Porta.					
Vermont & Canada					
Western					
Broadway (Horse)					
Cambridge					
Metropolitan	62	61	62		
Middlesex	106	106			
Central Mining Co.				</	

in many instances, where parties are to be ferried over the holidays, a larger price was demanded and paid. For all legitimate purposes, where the risk is nothing in the ordinary acceptation, money has been plentiful throughout the year. On mortgages the rate has been quite uniform at 6 per cent.; and the greater portion of existing mortgages, carrying the legal rate of 7 per cent., have been reduced 1 per cent. voluntarily by the mortgagees. This concession has been felt in lightening the burthen of taxation.

Gold has been very steady at its last advances, which is probably due to the heavy imports which the country seems to require. There are numerous articles we do not produce, and cannot do without; and as twelve hundred millions of dollars have been paid out by the Government, and large dividends are declared by our numerous successful companies of all descriptions, our people were never more able to buy, and apparently never more willing. Some branches of trade appear to thrive beyond all expectation, especially those which affect the personal convenience or taste of our population. Government stocks remain firm, and seem to be general favorites. U. S. 6s of 1881, registered, upon which the interest has just been paid, are in demand at 104 to 105; the coupon 6s of 1881 bring 110; and the 5s of 1865 sell at 127. The 5-20's are being rapidly absorbed, and it is now announced that the receipts of the Treasury are fully adequate to all demands upon it. This is a satisfactory condition of things, and shows good management on the one hand, and loyalty and confidence on the other. While the principal powers in Europe are endeavoring to borrow money wherever it is to be had, and not very particular as to price, while as yet at peace, the U. S. Government finds no difficulty in obtaining all it requires among its own citizens.

State stocks and bonds have been rather dull, and bank stocks do not enter much into the material for speculation, being generally held by parties who like steadiness and security rather than large profits.

Railroad shares are still in high favor. The earnings of our trunk and auxiliary lines continue to be on the increase. Many, esteemed almost worthless a few years since, and which had carried down all who had largely invested in, or trusted them, have redeemed themselves in a remarkable manner, and are now considered valuable. The fact is, our railway system is a great success; and, as the country increases in population and production, it will become permanently prosperous. We notice that numerous companies are being organized to construct new lines, connecting established commercial centres, and creating new ones. In the Northwestern States a large number of these lines are about to be built.

Among those eliciting public attention at the present time, is the Chicago and Great Eastern Railway. Subscription books for a loan of \$2,000,000 are now open at the banking house of Messrs. Schuchardt & Gebhard, No. 21 Nassau street. The map and prospectus of this company present the project in a very clear and perspicuous manner. The construction of a railway from Chicago to Logansport, on the Wabash, of only 110 miles, opens a connection with roads already built, so that the proposed line will be an uninter-

rupted one, save with a single change of cars to Baltimore, 826 miles; between Chicago and Philadelphia, 856 miles; and from Chicago to New York 911 miles. It will also furnish the shortest route between Chicago, and Cincinnati and Louisville. There are seven main trunk lines leading into the former city from the Northwest, West and Southwest, and only three lines extending from it to the East. It is therefore easily demonstrable that the new project offers a great success to its supporters, and will be of immense advantage to our Western friends.

It will be observed by reference to our customary tables, that all of our well managed railroads are in favor with mounted men.

The Illinois Central appears to be enjoying extraordinary prosperity. It has recently paid into the Treasury of the State of Illinois the sum of \$264,344 09, or 7 per cent. of its gross earnings, for the year ending April 30th, last. The gross earnings must therefore have amounted to \$3,776,329 25, and will be found next April to have increased even on this last sum. Its stock is quoted at 117 to 118.

The increase of our foreign commerce is not checked by the war, though too much of it is done under foreign flags. It is a melancholy fact that our own ships have been almost driven from the ocean, although our navy is composed of about six hundred vessels; yet the presence of these strangers in our harbor adds to the receipts of the customs in various ways, which do not apply to our own ships. Our trade with England and Germany continues brisk, while with France it has seriously declined.

It is understood that the French merchants are not as enterprising or daring as those of England, or Germany, and it is asserted that the latter are more numerous, and prosperous in their commercial transactions in this port, than those of any foreign nation.

The imports into the port of New York from January 1, to December 31, 1863, have been \$182,517,881, against \$169,785,114 in 1862, and \$125,788,682 in 1861. The exports of specie during the same periods have been: in 1863, \$49,882,575; in 1862, \$69,487,021; and in 1861, \$4,216,250.

The deposit line in our city banks has fallen off the past week almost two millions, a circumstance easily explained by the continuous subscriptions to the Government loans. No less a sum than \$2,558,400 were paid into the assistant Treasury's office on Monday last. The reserve of specie in this city seems to be impregnable to the assaults of the remitters and agents, purchasing with bills for the foreign market, as the aggregate amount in our banks and Mr. Cisco's great national iron safe is \$88,191,000.

It is evident from the steadiness of this reserve, that the export demand is supplied from other sources than the banks. It is a curious fact that this large amount should have remained so entirely undisturbed. It shows that the banks have a large portion of their capital or earnings in this shape, and not within reach of their customers, and not a deposit fund subject to their checks.

Our latest advices from abroad are of some interest to us, as they show clearly that the foreign Money Market is by no means in a settled condition, and that a rupture between Germany and

Denmark is imminent. German troops are on their march to the Duchies, Denmark has a large force to resist them, and the British Minister sends word to the Danish Government that England will not stand by and see its interests put in jeopardy. Some one will have to give way, or war is inevitable. The Napoleonic Congress now dwindles down into a petty meeting of small powers, happy to be invited to any place, which for a time puts them on an equality with their superiors, but knowing at the same time that "their room is better than their company."

We note also that the liberal party in France favored by the freedom of debate in the Imperial Assembly, are beginning to call in question the conduct of the Government with unusual boldness. All political revolutions in France have been preceded by an outbreak of tongues.

Every great speech and every great leader in a Paris journal which vigorously assails the Government, is equivalent to a barricade. We look, therefore, with interest to the political opposition now showing its head against the Government.

Thus as we are gradually emerging from our troubles and trials, we see other nations on the brink of theirs. As our continent emerges from the boisterous sea which has been breaking over it, Europe appears to be about to be submerged. This war over, the republican principle sustained, our free institutions triumphant, there will be no other such country to be found in the world, more peaceful, more stable, more prosperous, more pleasant to live in, or so likely to influence the conduct and secure the respect of all foreign nations. This is our destiny.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Illinois coupon 6s, 1870, 103; North Carolina 6s, 53; Atlantic and Great Western (Ohio division,) 1st mort., 96; Brooklyn City Water Loan, 110; Mariposa Mining Co. 1st mort., 101; Copake Iron Mine, 9; Wyoming Valley Coal Co., 93; Quartz Hill G. M. Co., 11½; Metropolitan Bank, 115; Merchants Bank, 108; American Exchange Bank, 108; Bank of Commerce, 103½; Bank of Republic, 102.

Philadelphia.—West Branch Canal, 105; Union Canal, 2; Huntington and Broad Top, 20; do., scrip, 75; Girard College R. R., 27½; Bohemian Mining Co., 9½; Penn. Mining, 8½; Big Mountain, 5½; N. Y. and Mid. Coal, 3½; City Bank, 52; Kensington Bank, 71½; Corn Exchange Bank, 37; Mechanics Bank, 27½. The latest quotations are: City 6s, 99½@100½; do., new, 103½@104; State 5s, 99½@99½; Reading, 55½@56; do., 6s, 1870, 105@106; do., 1886, 112½@112½; Camden and Amboy, 164½@165; Pennsylvania R. R., 69½@70; do., 1st mort., 110½; do., 2d mort., 106½@107; Little Schuylkill R. R., 51½@51½; Morris Canal, 65@70; do., pref., 136@140; Susquehanna Canal, 15; do., 6s, 63½@64½; Sch. Nav., 17@17½; do., pref., 32@33; do., 6s, 1882, 86@87; Union Canal bonds, 27@27½; Delaware Div. Canal, 35½@36½; do., bonds, 108; Elmira and Williamsport, 35@37; do., pref., 52@51; do., 7s, 1873, 108@109; Beaver Meadow, 88@94; Harrisburg, 70; Long Island R. R., 40; Lehigh Coal and Navigation, 59@60; do., scrip, 49@49½; North Pennsylvania, 25½@26; do., 6s, 96@97; do., 10s, 120½@121; Philadelphia and Erie, 32½@32½; do., 6s,

102½@108½; Minehill, 62@62½; Catawissa, 10½@10½; do, pref., 81½@82; Lehigh Valley, 99@101; do, bonds, 105@106; Fifth and Sixth streets, (horse,) 60; Second and Third, 84½; Race and Vine, 20@21½; West Philadelphia, 70@72; Spruce and Pine, 18@14; Green and Coates, 44@45; Chestnut and Walnut, 57@58; Arch, 31@31½; Thirteenth and Fifteenth, 34½; Seventeenth and Nineteenth, 12½; Girard College, 27@27½; Tenth and Eleventh, 51; Norristown, 56½@57½; Lombard and South, 16; Ridge Avenue, 21.

Boston.—Vermont Central R. R. stock, 75c.; do., 1st mort., 81; Rutland and Burlington 1st mort., 61½; do., 3d mort., 8; Sullivan R. R. 1st mort., 72; Northern (Ogdensburg) 1st mort., 101½; do., 2d mort., 22½; Lynn and Boston, horse, R. R., 80; Cary Imp. Co., 9½; Essex Co., 90; Boston Water Power Co., 44½; Waverly, 2½; Union Steamship Co., 157; Massachusetts 6s, 1876, 118; Maine 6s, 1880, 105; Vermont 6s, 1874, 104; do., 1876, 105; Roxbury 5s, 1879, 97; Webster Bank, 103½; Atlantic Bank, 95; Merchants, 99; State, 70; Blackstone, 106; Freeman, 99½; Mt. Vernon, 98; Howard, 98½; City, 108; Bank of North America, 102; Bank of Republic, 73½; Bank of Commerce, 100½; Acton Mining Co., 4; Albany and Boston, 12; Aztec, 5½; Bay State, 17½; Bedford, 1½; Black River, 52½c.; Bolton, 4; Canada, 3; Copper Falls, 25; Columbian, 8; Dana, 3½; Dudley, 3½; Durham, 45c.; Excelsior, gold, 7½; Eagle River, 5½; Flint Steel, 10½; Great Western, 3½; Huron, 32; Hanover, 4; Highland, 5½; Hancock, 12; Madison, 5½; Manhattan, 4½; North Cliff 5; Northwestern, 10; Ottawa, 48c.; Penn, 7½; Pontiac, 6½; Phoenix, 25; Quartz Hill gold, 11½; Superior, 9½; South Side, 5; Star, 8½; Tremont, 4½; Wickham, 90c.; Waterloo, 1½.

Baltimore.—Maryland 6s, 1890, 114; Western Maryland bonds, 88; City Passenger R. R., 17½; Santa Clara, 8½; Union Bank, 73½; Bank of Commerce, 23½; Peoples' Bank, 16. The latest quotations are: Washington Branch, 127; Balt. and Ohio, 96½@98; do., 6s, 1867, 104; do., 1875, 108@110; do., 1880, 107; do., 1885, 106½@107; Northern Central, 43½@44; do., bonds, 1885, 105@105½; N. W. Va., 6; do., 1st mort., 108@110; do., 2d mort., 103½@104; do., 3d mort., 26; do., guar., 101; Central Ohio 2d mort., 105; do., 3d mort., 75; do., 4th mort., 45@50; do., income 1857-60, 30; Western Md. bonds, 82½@83½; do., guar., 106; Maryland 6s, coupon, 1870, 111; do., Ins., 112; do., 1890, 114; Baltimore 6s, 1870, 105@106; do., 1873, 106; do., 1875, 108@108½; do., 1886, 107; do., 1890, 108½; do., coupon, 108@108½; do., 5s, 1888-70, 97; City Passenger R. R., 17@17½.

Pennsylvania Railroad Company.

The Board of Directors of this Company have elevated Mr. Lombaert to the Vice Presidency. Colonel Thomas R. Scott, Vice President, will perform all the duties of the President, and Mr. Lombaert will be the responsible Vice President of the Company. At present there are two Vice Presidents, Mr. Lombaert and Col. Thomas R. Scott, who serve in the place of the actual President, Mr. J. Edgar Thomson, who is at the present time in Europe, where he will remain for about three years, to advocate the interests of this corporation.

Interesting Emigration Statistics.

The following table, compiled from official sources, exhibits the increased emigration since 1820:—

Number of arrivals for ten years ending Sept. 30, 1829.	128,502
Number of arrivals for ten years ending Sept. 30, 1839.	588,381
Number of arrivals for ten years ending Sept. 30, 1849.	1,427,837
Number of arrivals for eleven years ending Sept. 30, 1862.	2,968,194
Total.	5,062,414

The number previous to 1822.

Estimated arrivals since 1863.

Grand total.

50,000

5,646,414

The average amount of money brought by these emigrants is estimated at \$75, making in all the sum of \$424,000,000 thus imported. Deducting from this amount \$21,000,000, or five per cent. of the whole amount, for sums remitted to friends and relatives at home, it leaves over \$400,000,000 contributed to the capital of the country by emigration.

Protection from Draughts.

Messrs. E. S. & J. TORREY, No. 72 Maidenlane, offer to housekeepers, a contrivance called the "weather strip, and door and window moulding," by which cold, rain, dust and snow may be effectively excluded from their dwellings. It is not only a comfort, but an economy, as its use saves a considerable amount of fuel. The reputation of the vendors, the Messrs. Torrey, is a guarantee of the value of the article recommended.

Western Railroads.

The Nashville and Decatur Railroad is about to be re-opened from one end to the other. The Memphis and Charleston, (between Decatur and Stevenson,) will also be rebuilt, and the Nashville and Chattanooga is being repaired with new rails throughout. As fast as the Federal troops advance and hold their ground, the old railways are put in good order.

Car Indicator.

Messrs. Crommelin & Crisp, of Washington, have invented a machine, which when applied to cars, hotel dining rooms, theatres, &c., records with great accuracy the number of persons who enter them and depart. If practicable, for numerous similar attempts have hitherto failed, it will act as a correction of "knock downs," and be equal to a policeman on constant duty.

Chicago and Great Eastern Railroad.

The directors of this company are: W. D. Judson, Amos Tenney, Charles Judson, John W. Reid, New York; John Brandt, Jr., Richmond, Ind. The officers are: President, W. D. Judson; Treasurer, Amos Tenney; Secretary, L. H. Walkley, Richmond, Ind.; Chief Engineer, Joseph E. Young, Chicago, Illinois.

New Arrangements.

We hear on the best authority, that under the lead of Mr. Garrett, the able President of the Baltimore and Ohio Railroad Company, it is in contemplation to run four daily (extra) trains between this city and Washington, not taking up any way passengers even at Philadelphia or Baltimore. This will be a great accommodation to through travelers between the two cities.

Commercial Marine of Buffalo.

Some idea may be formed of the lake commerce of Buffalo, from the fact there are now laid up for the winter in its harbor.

Side wheel steamers.	6
Propellers.	42
Tugs.	26
Barks.	34
Brigs.	18
Schooners.	126
Sloop.	1

248

In 1861 the number was 168; 1862, 230; 1863, 248.

Harlem Railroad.

The United States Government having taken three locomotives from the Harlem Railroad Company, has so reduced its motive power, that it has been obliged to discontinue one of its afternoon trains between New York and White Plains. It has, however, three new locomotives in process of construction.

Chicago & Great Eastern Railway Company, FIRST MORTGAGE BONDS, FOR \$2,000,000.

SUBSCRIPTION BOOKS OPENED WITH
MESSRS. SCHUCHARDT & GEBHARD,
BANKERS,
NO. 21 NASSAU ST., NEW YORK.

THE CHICAGO AND GREAT EASTERN RAILWAY COMPANY now offer for sale ONE MILLION ONE HUNDRED THOUSAND DOLLARS of their FIRST MORTGAGE BONDS, in sums of One Thousand Dollars each, maturing in thirty years, bearing interest at the rate of seven per cent. per annum, payable in the City of New York on the first days of April and October in each year.

These Bonds are secured by a First and only Mortgage on the property, income and franchises of the Railway Company, executed to Frederick Schuchardt and Henry Morgan of the City of New York, Trustees.

The remaining Nine Hundred Thousand Dollars of the Bonds are set apart and remain in the hands of the said Trustees, for the purpose of being exchanged for the indebtedness of the Chicago and Cincinnati Railroad Company, running from La Crosse to Logansport; this effected, the \$2,000,000 will form a First and only Mortgage on a line of road 110 miles in length, extending from Chicago to Logansport, where it connects with the Cincinnati and Chicago Air-Line Railroad, forming the shortest line by 40 miles between Chicago and Cincinnati, and by 36 miles the shortest line between Louisville and Chicago.

It will also open, in connection with Roads now in operation, entirely new and very direct lines from Chicago to New York, Philadelphia, Baltimore, and all Eastern Cities. The distance between Chicago and New York by this route being shorter than by either of the existing lines via Dunkirk or Buffalo.

The road is now under contract, and the most strenuous efforts are being made to have it open for traffic during the summer of 1864.

The interest on the Bonds maturing during the progress of the work has been provided for, and will remain on deposit with the Bankers of the Company, Messrs. SCHUCHARDT & GEBHARD, No. 21 Nassau st., to whom the Company refer for further particulars, and where subscription books for this loan have been opened.

At W. D. JUDSON, President.
Dec. 28, 1863. No. 87 William st., New York,

L. P. MORTON & CO.,
BANKERS,
35 WALL ST.,

BILLS of EXCHANGE

AT EIGHT, OR SIXTY DAYS ON THE
ALLIANCE BANK
OF LONDON and LIVERPOOL, limited;
(AUTHORIZED CAPITAL, THREE MILLION POUNDS STERLING.)
GOVERNMENT SECURITIES, STOCKS AND BONDS
Bought and Sold on Commission.

WANTED.—A Civil Engineer, of good address and
business capacity, to be employed in soliciting
orders for railroad stock. A liberal salary will be paid, and
only those having the very highest qualifications and refer-
ences need apply to box 1337 Post office, New York. 2152

**PATENT EXCELSIOR
WEATHER STRIP**

FOR EXCLUDING WIND, COLD AND DUST
FROM BUILDINGS OF EVERY DESCRIPTION.
E. S. & J. TORREY,
Sole Agents, 72 Maiden Lane.

1m52

ALBERT H. NICOLAY
AUCTIONEER
AND
STOCK-BROKER

No. 52 WILLIAM ST. N.Y.

STOCKS & BONDS, GOVERNMENT SECURITIES &c
BOUGHT & SOLD AT THE STOCK BOARD

for cash or on time, exclusively on commission and upon
as favorable terms as any Stock house in New York.

Stocks and Bonds, also Insurance Scrip, bought
and sold at private sale. Interest allowed on deposits and
Dividends collected.

Regular auction sales of stocks and bonds every
Monday and Thursday (which have been the regular es-
tablished days for many years), at 12 o'clock, at the STOCK
SALES ROOM, No. 52 William st., or at the EXCHANGE
SALES ROOM, No. 111 Broadway, whichever may be desired.

Orders by mail promptly attended to.

I. KENDRICK,
No. 125 WALNUT ST., PHILADELPHIA,
AGENT OF THE

UNION COAL & OIL CO.
OF MAYSVILLE, KY.,
FOR THE SALE OF THEIR

Paraffine Lubricating Oil,
FOR ALL CLASSES OF

STATIONARY MACHINERY, LOCOMOTIVE ENGINES,
RAILROAD CARS, COTTON SPINDLES,
SEWING MACHINES AND WOOLEN FACTORIES.

ALSO,
MAYSVILLE COAL OIL
FOR BURNING,

PARAFFINE WAX,
PARAFFINE WAX CANDLES, AND
ROLLING MILL GREASE,
FROM PURE CANNEL COAL.

P. S.—All Oils warranted to answer the purpose
represented.

Particular attention given to orders
for shipment in cans or barrels.

KIRK & CHEEVER,
STOCK AND NOTE BROKERS,
No. 57 WEST THIRD ST.,
CINCINNATI, OHIO.

20 Ton Second Hand Locomotive.
For 4 ft. 8 in. Gauge. Wheels, 5 ft. Inside Connections.
Cylinders 15 x 20. Price \$6,000.
For sale by

3m50 WILLIAMS & PAGE,
67 Water st., BOSTON.

FOR SALE.

500 TONS 33 lbs. CRAWSHAY'S RAIL in store.
500 do. 50 lbs. do. do. now due.
300 do. 55 lbs. do. do. now due.
3,000 do. 50 and 55 lbs. RAIL to arrive.

GEO. T. M. DAVIS,

Dec. 10, 1863. 2m 47 Exchange Place.

UNION
STEAM AND WATER
HEATING COMPANY,
FOR WARMING AND VENTILATING
PUBLIC BUILDINGS, PRIVATE RESIDENCES,
GRAPERIES, GREENHOUSES, ETC.,
UNDER GOLD'S IMPROVED PATENTS.

PRINCIPAL OFFICE, { 634 BROADWAY,
NEW YORK.
T. F. BRINSMAN, Agent.

Schuchardt & Gebhard,
BANKERS,
21 NASSAU ST.,
NEW YORK.

BILLS OF EXCHANGE
At sight or 60 days on all the principal cities of Europe,
LETTERS OF CREDIT for travellers in Europe,
and also COMMERCIAL CREDITS.

SAFEST AND CHEAPEST SYSTEM OF INSURANCE.

Scrip Dividend for 1861 60 per cent.
Scrip Dividend for 1862 60 per cent.

Washington Insurance Co.,
172 Broadway, cor. Maiden Lane.

Assets Feb. 1, 1863 \$528,521 51
Contingent Liabilities 5,000 00

Cash Capital and Surplus \$523,521 51

INSURES Buildings, Merchandise, Furniture, Rents,
Losses Cargoes and other Insurable property, against
loss or damage by Fire, and INLAND MARINE
RISKS, on the Lakes, Rivers and Canals.

Three-fourths of the Profits divided annually to the in-
sured without their incurring any liability whatever.

GEORGE C. SATTERLEE, Pres't.
HENRY WESTON, Vice-Pres't.
WM. K. LOTHROP, Secretary.

The Mercantile Mutual
INSURANCE
COMPANY,
No. 35 WALL ST., NEW YORK.
INCORPORATED, APRIL, 1842.

ASSETS OVER \$1,250,000.

MARINE and Inland Transportation risks on Vessels,
Freight and Merchandise insured on the most favorable
terms.

Policies are issued, loss, if any, payable in Gold, or at the
office of RATHBONE, BROTHERS & CO., Liverpool, if
desired.

Parties effecting insurance at this office may participate in
the Scrip dividend of profits, or receive an equivalent cash
discount, at their own option.

The risk of war covered at the lowest current rates.

ELLWOOD WALTER, Pres't.
CHAS. NEWCOMB, Vice Pres't.

C. J. DESPARD, Secretary.

PARTICIPATION.

A T N A
Fire Insurance Company
of New York,

CASH CAPITAL, No. 170 Broadway. CHARTERED
\$200,000. 1824.

INSURES Buildings, Merchandise, Household Furni-
ture, Vessels in Port and their Cargoes, etc., against
Loss or Damage by Fire, on the most favorable terms, at o,
Inland Navigation & Transportation Risks.

The Insured receive 75 per cent of the Net Profits
annually, without incurring any Liability. When preferred,
a discount will be made in lieu of participation in Profits.

SCRIP DIVIDEND OF 1861 50 per cent.

SCRIP DIVIDEND OF 1862 50 per cent.

JACOB BROUWER, President.

LIVINGSTON SATTERLEE, Sec'y.

NEW ENGLAND
MUTUAL LIFE
INSURANCE CO.

CASH ACCUMULATION, \$2,500,000.
Clear Surplus, \$1,250,000.

WILLARD PHILLIPS, Pres. B. F. STEVENS, Sec.
DIRECTORS.

Charles P. Curtis, William B. Reynolds,
Thomas A. Dexter, Geo. H. Folger,
Marshall P. Wilder, Francis C. Lowell,
Sewell Tappan, James S. Amory,
Charles Hubbard, Homer Bartlett.

The oldest and most reliable wholly Mutual Company in
the United States, established in Boston 1843, and uniformly
successful. DIVIDENDS paid in cash. Send
for documents—supplied gratis.

JOHN HOPPER, Agent,
110 Broadway, cor. Pine st

OFFICE OF THE
COLUMBIAN (MARINE)
INSURANCE
COMPANY.
Corner of WALL and NASSAU Streets.

CASH CAPITAL \$1,000,000

Total Assets, June 2nd, 1863, less { \$2,008,651 03.
Losses adjusted and paid, {

LOSSES PAID IN GOLD
Upon RISKS on which the PREMIUM is paid in like Currency.

DEALERS with this Company will be allowed the op-
tion (to be signified at the time of application for
insurance) of receiving in lieu of scrip, at the end of each
year, Returns in Cash, of premiums paid and earned during
the year, upon all new risks under the New York form of
policy, as follows:

1st. Upon every OPEN policy (CARGO RISKS) upon
which there shall have been earned and paid \$300 and up-
wards, a return of TWENTY PER CENT.

2d. Upon other voyage risks upon CARGO and FREIGHT,
a return of FIFTEEN PER CENT.

3d. Upon TIME risks upon HULLS and FREIGHT, a return
of TEN PER CENT.

Such privilege, however, being confined to persons and
firms, the aggregate of whose premiums upon such poli-
cies earned and paid during the year shall amount to the
sum of One Hundred Dollars.

B. C. MORRIS, President.
THOS. LORD, Vice-President.
WM. M. WHITNEY, 2d Vice-Pres't & Sec'y.

BRASS SWITCH LOCKS,
MARKED with initials of Road, with chains and keys.
EXTRA LOCKS AND KEYS—when order-
ing Locks and Keys to match others, enclose key in letter.

WILLIAMS & PAGE,
67 Water street,
BOSTON,

SUBSTITUTE FOR CAR DUCK.

Kingman's Car Covering.

THIS is a heavy Canvas imbedded in a coat of Elastic Mastick or Paste which is applied directly to the boarding of the top of the car, and then thoroughly painted with three or four coats of paint, thus making a covering VERY MUCH LIKE CAR DUCK, but at this time at half the cost. It is now successfully used by many Railroads and Car Builders. Directions and particulars sent when requested. This Mastick and Canvas for sale by

WILLIAMS & PAGE,
67 Water street,
Boston.

March 1863.

CALIFORNIA AND NEVADA MINING STOCKS.

THE undersigned will buy and sell on commission, through their San Francisco House, all Stocks pertaining to the Pacific Coast. Orders promptly filled. Quotations by telegraph furnished to parties desiring them.

6m44 ROSS, DEMPSTER & CO.,
No. 24 Liberty st., New York.

SMITH'S Railroad Air Light Comp'y.

THIS COMPANY OWNS THE EXCLUSIVE RIGHT of SMITH'S AIR LIGHT FOR RAILROADS, and is prepared to sell to Roads the right to use the same. We have arrangements perfected for furnishing Lamps and Burners at about the same price charged for the Oil and Kerosene Lamps by other Manufacturers.

That Railroad Managers may know the value of this LIGHT, we annex letters from the Hon. CHAUNCEY VIBARD, the General Superintendent of the New York Central Railroad, and also from the Master Mechanics of the same road, showing its comparative cost with that of Oil Lights:

NEW YORK CENTRAL RAILROAD,
GENERAL SUPERINTENDENT'S OFFICE,
ALBANY, November 15, 1862.

To THE MANAGERS OF RAILROADS:

Gentlemen.—This Company has adopted and is furnishing all their locomotives with the "SMITH AIR HEAD LIGHT."

They do this both on account of economy and the very superior light it affords.

We regard it as vastly superior to any light that has ever been produced, and commend it to the consideration of railroad managers.

Very respectfully, etc.,
C. VIBARD, Gen'l Sup't.

NEW YORK CENTRAL RAILROAD,
MASTER MECHANIC'S OFFICE,
WEST ALBANY, January 22, 1863.

DR. GEORGE HAND SMITH:
Dear Sir.—Below please find the cost of locomotive lamps burning oil on this division.

Supposing oil cost \$1.57 per gallon.

Cost per hour, 5 cents.

Cost of wicks, chimneys, per year, \$4.80.

Estimate cost of leakage, gumming and overflow, one-fourth of the consumption.

In the year 1861, when the lamps were all oil burners, the cost of repairs were \$10.20 per year.

You will please add the overflow to the actual cost per hour, which would make \$2.25 per hour.

Your most ob't servt,
EDWARD H. JONES,
Master Mechanic, Eastern Division.

300 days, 5 hours each day, 1,500 hours, 6 1/4 c. per hour . \$93.75
Repairs of lamps for one year 10.20
Wicks and chimneys 4.80

\$108.75

NEW YORK CENTRAL RAILROAD,
MASTER MECHANIC'S OFFICE,
ROCHESTER, Feb. 2, 1863.

DR. GEORGE HAND SMITH:
Dear Sir.—In answer to your inquiries in reference to your Air Light, I would state that we have upon this division of the road 28 of your lights on our first class passenger and freight engines. I find the light consumes about five feet of common gas per hour, which, at the price of gas at this place, \$3 1/2 per thousand, makes the cost of light for each engine 1 1/2 cents per hour.

Renewing my often expressed opinion that your light, for its reliability, its economy and superiority, far exceeds any light heretofore used on engines,

I remain, very truly, yours, etc.,
DAVID UPTON,
Master Mechanic, Western Division.

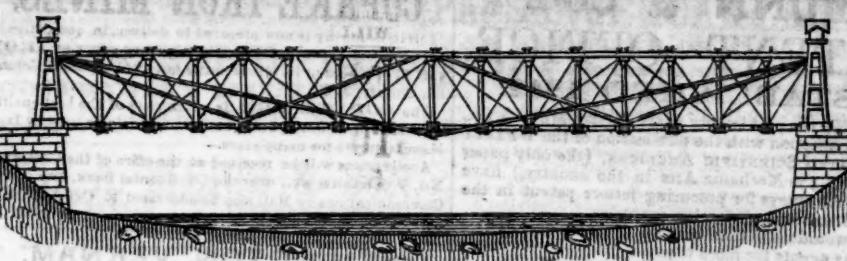
300 days, 5 hours each day, 1,500 hours, 1 1/4 c. per hour . \$18.75
One-sixth waste of gas 3.12
Repairs of lamps for one year 5.00

\$26.87

Further information may be obtained at the office of the Company, 21 Nassau st., or by addressing

CHAS. W. WELSH,
Secretary.

FINK'S PATENT IRON RAILROAD BRIDGE.



THE undersigned is prepared to manufacture and build in any part of the United States and Canada, at reasonable terms, FINK'S PATENT IRON BRIDGE in spans from 20 to 300 feet. The same is favorably known, well tested and already extensively introduced, is stronger and more economical than any other Bridge now in use, requires no repairs, and no adjustment, but is perfectly adjustable. For plans and particulars apply to

C. J. SCHULTZ,
Letter-box No. 1,392, Pittsburg, Pa.

DAVISON, DICKINSON & CO., CIVIL, MINING AND MECHANICAL ENGINEERS, No. 229 BROADWAY, NEW YORK, AGENCY, No. 58 BALTIMORE STREET, BALTIMORE, MD.

PLANS AND SPECIFICATIONS FURNISHED FOR ALL KINDS OF MACHINERY, and super-intended during construction, RICE HULLERS, CLEANERS and POLISHERS, GAS WORKS ERECTED on THE MOST APPROVED PLANS. New and Second-hand MACHINERY constantly on hand. IRON BOUGHT AND SOLD ON COMMISSION.

SOLE AGENTS FOR BATES' STEAM GAUGE.
MANUFACTURERS OF MARINE CLOCKS, STEAM ENGINE REGISTERS, INDICATORS AND GAUGES, ALSO IRON PIPE, FITTINGS, BELTING, HAIR AND WOOL FELTING.

HENRY J. DAVISON. WM. LEE STILES. P. P. DICKINSON.

Government Securities.

OFFICE OF
A. H. ALMY,
CONTINENTAL BANK BUILDING,
No. 7 NASSAU ST.

ORDERS for the various issues of GOVERNMENT SECURITIES will receive prompt attention.

A COMMISSION OF ONE-EIGHTH OF ONE PER CENT. on the

5-20 BONDS
Will be allowed to Banks, Bankers and others.

GIBSON & PALMER,
COMMISSION MERCHANTS,
AGENTS FOR SALE OF
RAILWAY IRON
AND
EQUIPMENT,
PERU IRON
AND
AMERICAN STEEL,
54 William st., NEW YORK.
CHARLES D. GIBSON. RICHARD S. PALMER.

BROWN'S ENGLISH ROOFING PAINT.

THIS pure Black Paint is superior to all other Black Roofing Cements, Masticks and Patent Roofings now in use; and, for the last ten years, the genuine has been used in twenty-four States of the Union, and is now a fixed institution for the following purposes—

THE PAINTING OF TIN, SHEET IRON, COPPER OR ZINC ROOFS, GALVANIZED IRON, BRIDGES,
LOCOMOTIVE
AND STEAMBOAT SMOKE PIPE,
And all IRON WORK requiring a PERFECTLY PURE GLOSSY BLACK, exposed to weather and fire.
It has been in general use in England for the last ten years, for the protection of Vessels' Bottoms from the water and the worm, for which it is particularly well adapted. For sale by the barrel or gallon.

SAMUEL REYNOLDS,
PROPRIETOR,
Depot, 279 Third Avenue, New York.
All Orders promptly attended to. Best City References given.

Central Transportation Co.

THIS Company, a Corporation organized in pursuance of a General Act of the Legislature of the State of Pennsylvania, having, by purchase, recently become the sole owner of

WOODRUFF'S, KNIGHT'S, MYERS' AND OTHER PATENTS FOR SEATS AND COUCHES IN SLEEPING CARS,

would respectfully give notice to all RAILROAD COMPANIES IN THE UNITED STATES, that may desire Sleeping Cars on their Roads, that this Company are now prepared to negotiate for placing, wholly at its own expense, on such Railroads as may require them, their

SLEEPING CARS, and operate them upon terms at once liberal and satisfactory to RAILROAD COMPANIES.

The Cars of this Company are constructed of great strength, and contain the late improved and patented plans of Seats and Couches, with STATE ROOMS AND BERTHS, finished in a style the most elaborate and tasteful, and are furnished with all of the modern conveniences and means of comfort usually found in the SLEEPING APARTMENTS OF OUR FIRST-CLASS HOTELS. The interior is lighted with gas; they are well ventilated, and at seasons of the year requiring it are warmed with pure heated air, regulated in degree at pleasure by registers in each State Room and section.

Where known, these Cars are not only regarded as indispensable on all through NIGHT TRAINS, but have become desirable, above all others, as DAY CARS.

Communications from the officers of Railway Companies desiring Sleeping Cars on their Roads, addressed to the Central Transportation Company at their office, No. 1347 Brown st., PHILADELPHIA, will receive immediate attention. Railway Companies using, or permitting to be used on their respective lines, Sleeping Cars or Couches, that infringe upon the patents owned by this Company, are respectfully notified that satisfactory arrangements for such infringement will be expected. Address as above.

O. W. CHILDS, President.

KING'S NOTE ON STEAM ENGINES AND Practical Notes on Steam. The Steam Engine, Propellers, etc., etc., for young Marine Engineers, Students, and others. By the late W. R. King, U. S. N. Revised by Chief Engineer J. W. King, U. S. Navy. Fourth Edition, enlarged and improved.

"This is the second edition of a valuable work of the late W. R. King, U. S. N. It contains lessons and practical notes on Steam and the Steam Engine, Propellers, etc. It is calculated to be of great use to young marine engineers, students, and others. The text is illustrated and explained by numerous diagrams and representations of machinery. This new edition has been revised and enlarged by Chief Engineer J. W. King, U. S. N., brother to the deceased author of the work."—[Boston Daily Advertiser.]

"This is one of the best, because eminently plain and practical treatises on the Steam Engine ever published."—[Philadelphia Press.]

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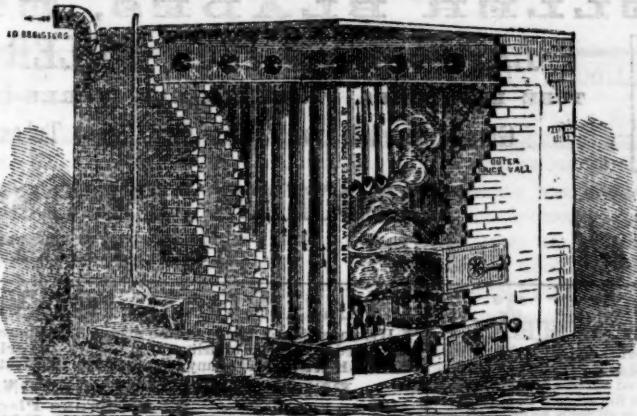
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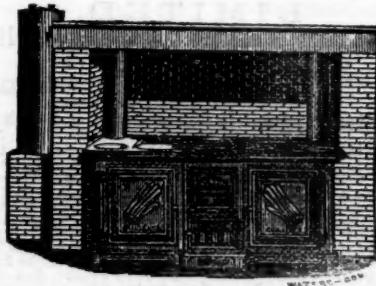
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